DIRT BIKE REGISTRATION COMES TO CALIFORNIA

HONDA 250 SINGLE FIRST LOOK

TEXAS-GREATER ROCKNE MUDSTOMP ENDURO

ALSO: Two pages of ACA Road Racing, MRA at Laguna Seca, CMC Junior pictorial, Harley's new 125 MX Team

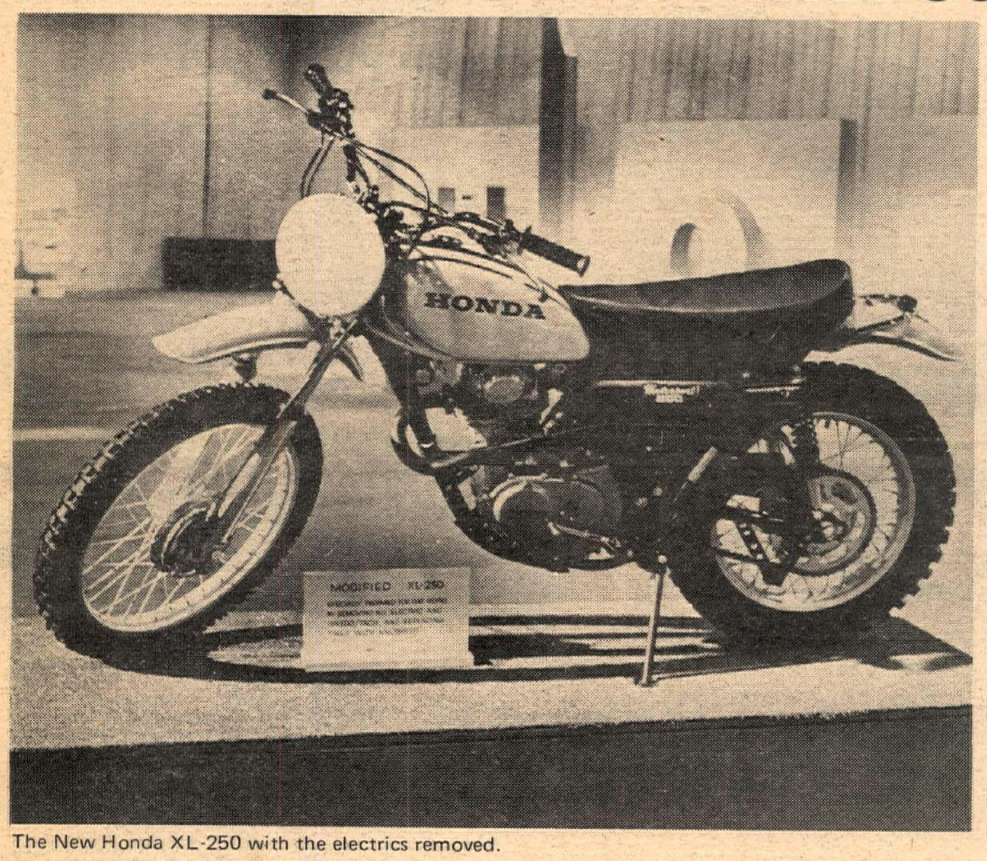
VOLUME IX NUMBER 2 WEST January 25, 1972 PRICE THIRTY CENTS

Cycle News

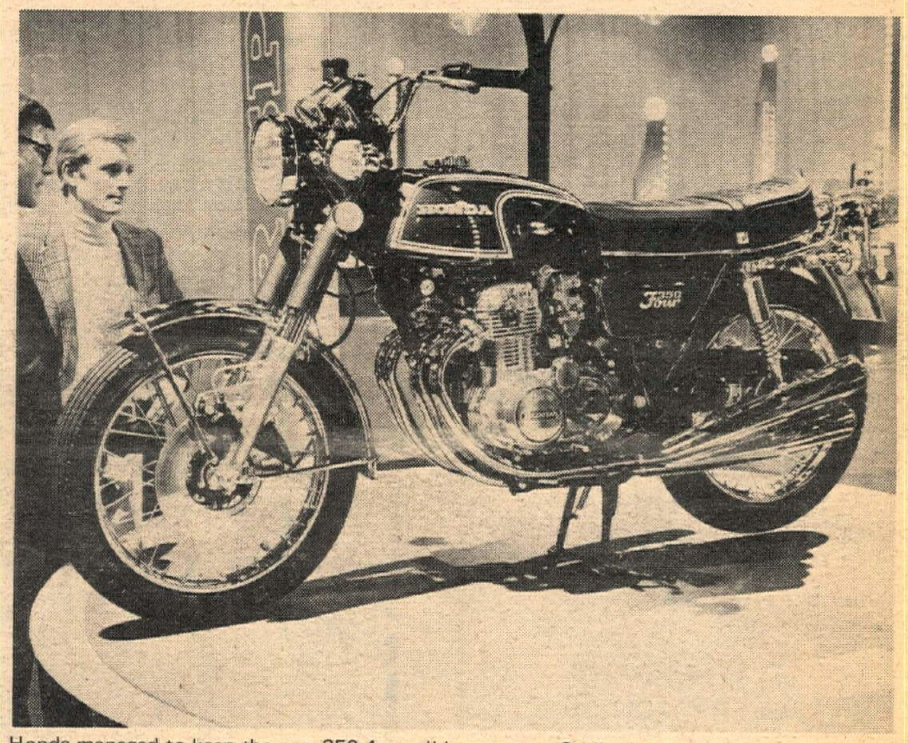
America's largest and most complete weekly motorcycle newspaper

Lookie here! A new XL 250, 350-4, and, of course, a lawn chair.

HONDA SPRINGS A SURPRISE OR TWO



The New Honda XL-250 with the electrics removed.



Honda managed to keep the new 350-4 a well-kept secret. Oddly, both the 350 twin and 450 DOHC will remain on the market.

Public Debut in Las Vegas

LAS VEGAS, NEV., Jan. 13, 1972 – American Honda's first serious entry into the burgeoning dirtbike market was greeted with hearty applause and cries of "it's about time!" by the motorcycle press and some 4,000 Honda dealers at its pre-public unveiling. Unimaginatively named the 250-XL, the long awaited answer from Honda to Yamaha's impressively successful DT-1 is an unusual 4-valve (2 intake, 2 exhaust), single cylinder design, with wet sump engine and magneto ignition. Its lighting equipment is quickly detachable for easy conversion between street and dirt, and it is designed to run with the battery removed.

The silver and black 250 has a leaping-forward look that makes it seem like it is eating up the desert at 80 mph even when it's standing still.

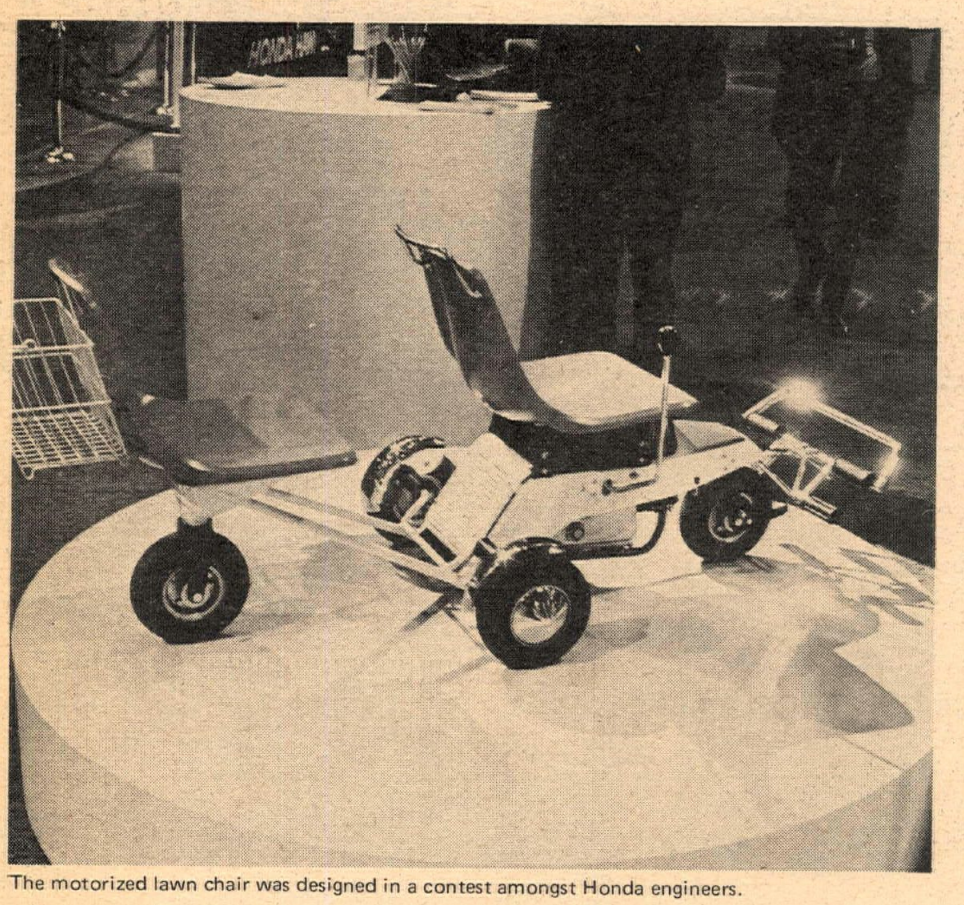
Trick features such as adjustable rake and trail, quick chain tensioners and a steering-head mounted choke control combine with 21" front and 18" rear alloy, self-cleaning rims and a really quiet, tuned exhaust system to make a very sophisticated dirt machine.

Fork travel is 6.7" and the spark arrester is built-in. Magnesium parts throughout the 5-speed engine/gearbox unit help keep the weight down to a respectable 265 lbs.

Availability of the XL-250 in dealer showrooms is estimated in approximately one month. Price should be under $1000.

Also fresh from the drawing boards of Nippon is a new 350cc 4-cylinder runabout roadster. Added to the two other successful fours, the 5-speed, four-carb, overhead cam CB-350 Four will be priced between the 450cc twin and the 500cc four. No information on availability is known yet.

And, least as well as last, Soichiro Honda sprung his latest brainchild on the unsuspecting press. It is a motorized lawn chair that you steer with your feet!



The motorized lawn chair was designed in a contest amongst Honda engineers.

CYCLE NEWS 2499 Cerritos Ave. **Newspaper** **Long Beach, Ca. 90801 (213) 427-7433**

the latest poop

By Papa Wealey

Yippee! There's free riding on weekends at Running Springs Recreation Park. No hassles. Just mosey up Highway 30 in the San Bernardino mountains to Running Springs.

* * * * *

If you have read Russ Sanford's important "MORE" report on page 5, you might have noticed that the DMV has yet to decide over what kind of identification plates they will issue all dirt bikes which will be registered as of July 1, 1972. (Wish we could see the expression on your face if this is the first time you realized that.) Anyway, Russ and the DMV are putting their head together for a communal scratch over what to do. If you have any clever ideas about positive registration identification on motorcycles that will be conspicuous yet safe, drop them a line. It's an interesting problem.

* * * * *

ERIC RAITS, who has been plugging around the CMC circuits for C-N the past couple of months, has had it up to here and is taking off to write a book. Although he wouldn't reveal the subject matter, he stated that it had nothing to do with motorcycles.

* * * * *

For those of you who haven't put two-and-two together, Dick Mann and Gene Romero get to ride Rickman 250s in the Houston short track. Quite an improvement over the archaic thumpety-thumps they were forced to ride last year.

* * * * *

The Viewfinders are now accepting entries for their Grand Prix March 4 and 5 at Indian Dunes. The course last year was undoubtedly the best GP course of the year and word got around. Get your entry in early.

* * * * *

JOHN DE SOTO dropped by the other day. He's having some motocross schools soon, one at Escape Country January 29 and a couple more in February at Indian Dunes. Check the Calendar for the full skinny.

We asked him how much he learned in the Trans-AMA series (surprising as it may seem, he was probably the most-improved rider by the time the wearisome series closed), what with competing with the Europeans and all. He tapped his forehead and said, "I'm riding with my head more. Using them pineapples upstairs." He spoke highly of the Europeans — he had exclusive access to the Robert-DeCoster-Geboers Suzuki triad as far as free lessons go — and lauded them for their patience: "They didn't tell me what to do, they sort of asked me. Like, 'Why don't you try this instead of that?' They let you figure it out for yourself."

As for the future, John will remain a top American motocrosser and will soon open up a parts and accessories shop in Garden Grove, Calif. He won't be going to Europe and stuff like that—it's "too depressing."

* * * * *

EVEL KNIEVEL fans down Arizona way will be rooting for their hero January 23 when he attempts to better his previous record of 16 full size cars in a 140-foot leap at Tucson Dragway.

* * * * *

The "AMA Racing Network" will broadcast 15 national championship races this year, starting with the Road Atlanta road races.

* * * * *

The first thing that Cycle World publisher JOSEPH CONRAD PARKHURST did with the money from his recent stock sale to CBS was purchase the Fleur De Lis drinking establishment in Laguna Beach, Calif. Could be that was the only way he could keep on playing his drums there?

* * * * *

DICK HUTCHINS of Death Valley Run fame has a new gleam in his eye. He's launching an annual ride called the "California One-Thousand." It'll be a thousand mile road rally up and down the state, taking one, two or three days, depending on how fast you want to ride. Hutch always puts a little imagination in his runs. This one will feature 2-piece participant's pin in the shape of Northern and Southern California. You get the second half if you finish. "Even," chuckles Hutch, "If it takes two or three years!"

* * * * *

Radio station KBIG in Los Angeles, Calif., will be pumping out a telephone report of results and a brief who-did-what the mornings following the Madison Square Garden Indoor Short Track, and the two Houston Indoor Nationals. Exact times of broadcasts were not firmed up before our press deadline, but Dennis Brown of KBIG said that the public can call 213/874-7700 beginning Tuesday (Jan. 18) and the station can give the exact times of broadcasts. Madison's will be sometime Jan. 25's a.m. and Houston's reports will fall on Jan. 29 and 30. Give them a call and tell them you saw it in Cycle News.

* * * * *

JOHN DE SOTO will team with desert star RICH THORWALDSON in the Mint 400 this March for Suzuki. "He's going to ride four laps and I'm going to ride two," said John. Ha.

* * * * *

Ajay ace DOUG GRANT will probably go to England in a couple of months to compete in local events. While he is away his bikes will hardly be dormant; they will be ridden by young English star ROGER HARVEY, who NorVil will ship here in sort of a foreign-rider exchange program.

* * * * *

Yamaha continues increasing its international payroll with the signing of CHRIS HAMMARGREN, who joins TORSTEN HALLMAN and Belgian JAAK VAN VELTHOVEN for an assault on the 500cc world motocross crown. Yamaha's sole 250 effort will be carried by HAKAN ANDERSSON.

* * * * *

SYLVAIN GEBOERS has decided to stay with Suzuki after CZ made the big eyes.

* * * * *

The Western USA Trials Team which heads to Spain this year was recently announced. Southern Californians RICHARD BLEDSOE (Bultaco) and MARK EGGAR (Ossa) are included. Others included are: FRED BELAIV (Translator, Charge D'Affairs), BILL BROKAW (Montesa, Colorado Springs, Colo.), MARTIN BELAIV (Montesa, SoCal), GLENN NEIGENFIND (Montesa, Denver, Colo.), JEFF KOSKIE (Bultaco, SoCal) and DANNY SMITH (BUltaco, Portland, Ore.).

* * * * *

Houston Nationals advance entry totalled 85 Experts and 142 Juniors for each night. That's the most Juniors ever at the 'Dome. DICK MANN was a late entry and apparently lost $450 because of it (late entry fee for both nights and $200 pre-race publicity guarantee for being No. 1).

* * * * *

Hey, did ya hear? The Elsinore GP is back and getting into full operation. It's scheduled for April 29-30, sponsored by the Lake Elsinore Valley Chamber of Commerce. When the money problems forced the Gripsters M.C. out of the picture, C of C president KEN WEISE took up the charge and has gotten city council approval to run the event this year. A $1,000,000 insurance package has been obtained for the ordeal, too. Entries should be out in the mail within the next two weeks, so give 'em a call today at 714/674-2177 to get your name on the list for this year. Or, you can write: 132 W. Graham, Elsinore, 92330. While you're at it, tell Ken thanks.

* * * * *

In case you didn't recognize him, our own CHARLES CLAYTON made a cameo appearance on the Wide World of Sports Saturday in the Carlsbad GP portion of the show. In a two-second shot, he was shown bending over to talk with BRAD LACKEY on the starting line.

* * * * *

Speaking of Brad: Reports of contract disagreement have filtered out of American Jawa and it seems they were not settled so the CZ firm was forced to drop Brad from his factory

(Please turn to page 31)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

3rd SATURDAY & SUNDAY OF EVERY MONTH

European Scrambles, Ponderosa, Ave. J & 145th, East of Lancaster. Sign up 8:30, race at 10:00. Experts, Amateurs, Novices, Post $4.25. Information: (805) WH 2-9948. Sand Sailors M.C.

RIDE WITH THE BEST

RIDE CMC EVENTS

motocross

AT

Jan. 23rd — Rawhide Park (Anniversary Series)

30th — Carlsbad

Feb. 6th — Saddleback

13th — Carlsbad (Anniversary Series)

20th — Saddleback

SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

SRA presents the

1st CALICO GHOST RUN

ENDURO FEB 20th at Calico Ghost Town

8:00 Start, two 35 mile fun loops laid out for the average novice to enjoy himself. A, B & C Classes, all bike sizes.

$7 mail entry with 2 self-addressed, stamped legal-size envelopes to:
SRA, P.O. Box 3882, Torrance, Ca 90510
Mail entries close Feb. 12th — Post Entry $8.00

SPECIAL CLASSES: Over 35, under 16, Father-Son, Husband-Wife — Great campgrounds, showers, ghost fun for all — (Family can enjoy the town while you ride)

Info: (213) 370-8234 or (714) 735-4641

FINISH PINS & 20% TROPHIES

FRIDAY, JANUARY 21

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, JANUARY 22

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. Nevada state championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

MARATHON, Fremont Rcwy, Fremont, Ca. $5 pre-entry only. Limited. 415/322-1514.

SUNDAY, JANUARY 23

ACA MX, Saddleback Park, Ca. $5 mail (1/21), $10 post. Prac 8 am, race 9. 926 W. Upland, CA 91786. 714/982-7370.

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: $5 mail (1/18), $10 post. Srs; $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

TT ROUGH SCRAMBLES, Lightweights, Adelanto, Ca, 395 Cycle Park. Ultra & LW sign 7:30, race 9. HW sign 9:30 race 11. D-37 pts. 714/987-4488.

MRA MX, Laguna Seca Cycle Ranch, Monterey, Ca. 9 am. First of 6-race Gold Cup series. $5 mail, $7 post. $2 watch. Box 1786, Los Gatos, CA 95030. 408/292-6116. Silencers. Camping.

ALL-JUNIOR MX, Bay Mare Race Track, Somis, Ca. 50% brass. 9:30 am. $5 mail, $7 post. Box 371, Somis, CA 93066. 805/529-1872.

TRAILS, British-American Cup. Carnegie Cycle Park, Livermore, Ca.

MX, Reach Out Rialto. Youth benefit. West side of Rialto, Ca, just past Rialto Airport. $5 mail, $6 post. Gate opens 7 am, race 9. $$$ for 250 & 500 Experts.

MX, LVMCC. Las Vegas Motor Spdwy, Las Vegas, Ca. Across from Nellis AFB. Sign 7:30, race 10.

NOVICE/JUNIOR MX, Carnegie Cycle Park, Livermore, Ca. $5 entry, $3 spec fee, kids cheaper. Sign 7, race 10:30. Minors must have notarized permission. 415/447-9027, 581-1256.

TT SCRAMBLES, BRRMC. Lafayette, Colo. SRAC sanctioned.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Rcwy, near Lafayette, Colo.

CMC CENTRAL MX, Dunlap Cycle Park, 35 mi E of Fresno, Ca, on Hwy 180, then turn right on Dunlap Rd for 4 mi. Prac 8 am, $5 entry. $$$ to Srs. 209/734-2698.

CHANGES ADDENDA ET ALII

At this moment there are several promoting organizations that go by similar abbreviations. For example, SRA can stand for Sportsman Racing Assn., Speedway Racing Assn., or perhaps Syzygy Racing Assn. Same with MRA and some others. Don't be confused.

MX, Salinas Ramblers. Crazy Horse Cyn Club Grounds. Sign 7:30, race 9:30. $2.50 ride/watch. 408/422-9809, 424-9041.

EUROPEAN SCRAMBLES, NRVRA. Novices, Mini-cycles, minibikes, ATVs. 9 am. Limed from Hwy 395 & Shadow Mtn Rd, approx 11 mi N of Adelanto, Ca. $7 post. Box 2241, Cypress, CA 90630. 714/828-3790.

ACE ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. All classes. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

SWAP MEET, Rose Bowl, Pasadena, Ca. 9 am-3 pm. Rain or shine. Info: Box 400, Maywood, CA 90270. 213/588-7310.

HARE SCRAMBLES, OCMC. Little Bear Run. Limed N on old Barstow Rd out of Lucerne. Trails go all the way. $3.25. Sign 2 pm Sat, 6:30 Sun. D-37 pts.

ELECTION OF DISTRICT 36 OFFICIALS, Saranap Inn, 1300 Boulevard Way, Walnut Creek, Ca. Remember, boys 'n' girls, it's not a popularity contest.

FRIDAY, JANUARY 28

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda, Sign by 6:30, race 7:30. $5 post.

INDOOR SHORT TRACK, All American. Santa Clara Co Frgnds, Exposition Bldg, San Jose, Ca. Sign 4:30, race 7. $2.50 ride/watch. 415/322-1514.

SATURDAY, JANUARY 29

CALIFORNIA 400 OFF-ROADIE, ARVRA. Barstow, Ca. Masters class: 50% purse, $250 entry. Get an ARVRA card for $2. Drawing 12/15. Box 125, Apple Valley, CA 92307. 714/247-7473, 247-2363.

MOTOCROSS SCHOOL, John DeSoto. Escape Country, Trabuco Cyn, Ca. 10 am. $10 tuition. 714/586-7964.

SUNDAY, JANUARY 30

CMC CENTRAL MX, Dunlap Cycle Park, 35 mi E of Fresno, Ca, on Hwy 180, then turn right on Dunlap Rd for 4 mi. Prac 8 am. $5 entry. $$$ to Srs. 209/734-2698.

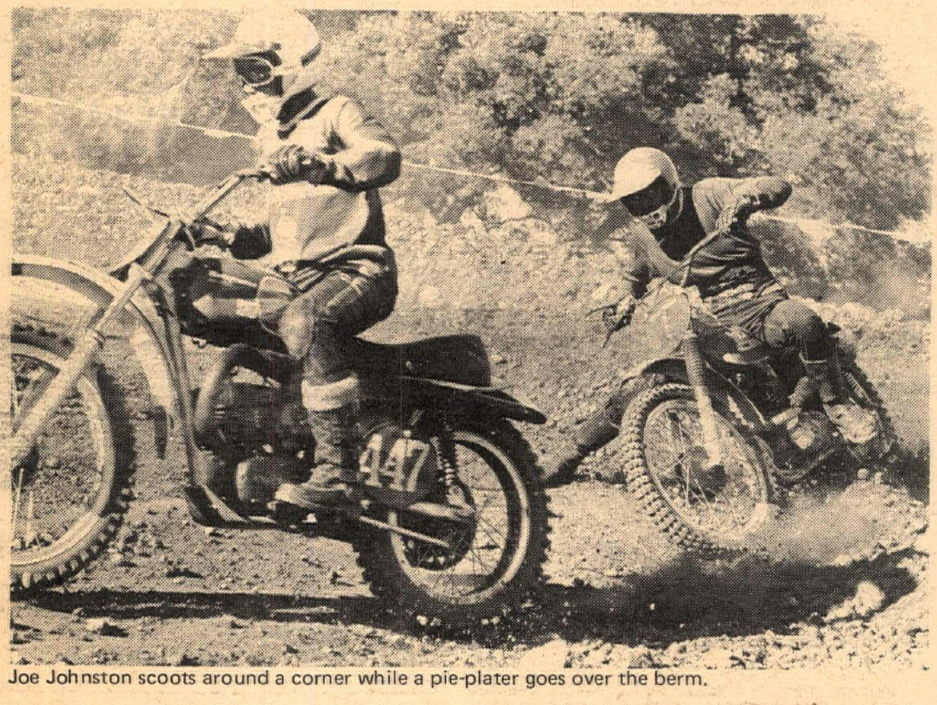
(Please turn to page 30)

Some Juniors at the CMC Motocross, 1/16/72

Saddleback Park, Irvine, Calif. (Results on page 28.)

250 Intermediate winner Taylor Sisco follows third-placing Tim Battenschlag on the first lap of the final round.

Robert De Rieux, 500 Intermediate.

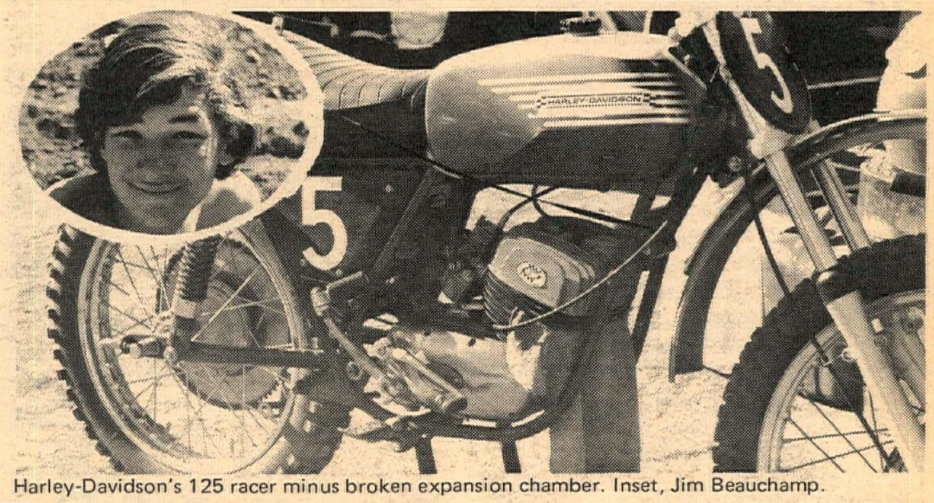


Joe Johnston scoots around a corner while a pie-plater goes over the berm.

Dennis Hazlett was top 250 Junior in Division II after some bouts with David Bakkedahl and Wilbert Bergkamp.

Photos by David Swift

250 Intermediate Mike Loftus fights for control on the last lap of the final moto. Loftus is pressured by Montesa-mounted Frank Munoz, who took second in the class.



Harley-Davidson's 125 racer minus broken expansion chamber. Inset, Jim Beauchamp.

Harley-Davidson Sponsors (son-of-a-gun!) 125 MX Team

Jim Beauchamp's win in the CMC's 125 Expert column Sunday was most significant; it was the first win for the as-yet-unpublicized Harley-Davidson Motocross Team. The team will consist of 16-year-old Beauchamp and desert star Terry Clark.

Beauchamp finished fifth overall in the CMC's 1971 point standings as 125 Expert and will make a full-blown attempt at the CMC Number One plate this year with complete backing of the Milwaukee factory.

Clark, 18, won the Number One plate for H-D in District 37 desert trailbike competition this year and will ride various motocross events.

Dean Goldsmith, who won the recent Mexican 1000 along with Clark on a 100cc Baja, will handle all the tuning chores.

The bike is built in Italy by Aeremacchi, who manufacture the Baja and Sprint for H-D. The engine was previewed several months ago in a Cycle News interview with Clark. It is a Golden Wing 125, an extremely successful road racing mill.

Clark is currently running a mount with a specially-built Cheney frame. The frame Beauchamp used for his win Sunday is a stock enduro-type model made in Italy. Another one has been shipped for Clark to campaign on soon.

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BRINGING IT ALL BACK HOME

My faith in human nature is restored.

The dog-eat-dog attitude in the large city is so contagious that we tend to forget that we are all God's children and there are some good people left.

My family and some friends, (17 in all) attended the S.R.A. sponsored Novice and Amateur desert race at Lucerne Valley January.

While at the pit stop in Barstow, I lost my billfold. It contained $70 in cash, plus, a check, plus all the valuable we ordinarily carry with us. After searching fruitlessly, I finally drove my big Motorcycle Set-Up truck 35 miles over to the finish line at Four Corners. As I was parking, a gentleman approached me and gave me my wallet. Completely intact. His son had found it in the dirt at the pit stop, and associated the check in the billfold with the name on my truck.

What more can I say, then, "God bless you son," and my compliments to your parents for their philosophy in raising you.

BILL PIERCE
Motorcycle Set-Ups

US MEANIES

On January 4, the TV series "Cannon" did a great injustice to the already unsturdy image of the bike rider. We were viewed as the usual chain-swinging criminals, trying to run people over with our bike, and terrorizing Cannon and his friend.

We've been kicked in the pants again and it hurts.

DAVE GRIEVE
Sacto, Calif.

It was nice to hear from you, but did you send a letter to Cannon's sponsors?...Ed.

TOW CYCLE

I'm interested in a trailer to pull behind a Harley-Davidson 74. I have been unable to find out any information, so I'm writing to you in hopes you will be able to put me in contact with someone who could give me some information on a trailer.

GARY D. BROWN
P.O. Box 225
Three Rivers, Mich. 49093

GOOD KIDS

Reach Out Rialto is a youth center which started about a year ago. The support of the center is through donations and the teenagers earning money. The teenagers also do the maintenance.

Needing money badly, two of the boys who are racing enthusiasts came up with the motocross idea. Last September, Bill Klears, 17, and Mike Bennett, 16, started to work in preparing all the paper work and details to present to the many city officials. With help from a few adults such as Malcolm Smith, Brent Rhoads, and others, they gave a complete presentation and finally got the go-ahead from the city. The property used is flood-control land.

Without any financial support except the teenagers holding car washes and collecting pop bottles they are doing all the work, clearing all the land, putting up the required fencing, etc., that the insurance requires. And believe me, the city is really making some tough demands.

I feel that these teenagers need all the support they can get to make this a big success. If it is, they may open this area for all bike riders all year long.

Hope to see some of you people January 23.

H. HOLLADAY
Rialto, Calif.

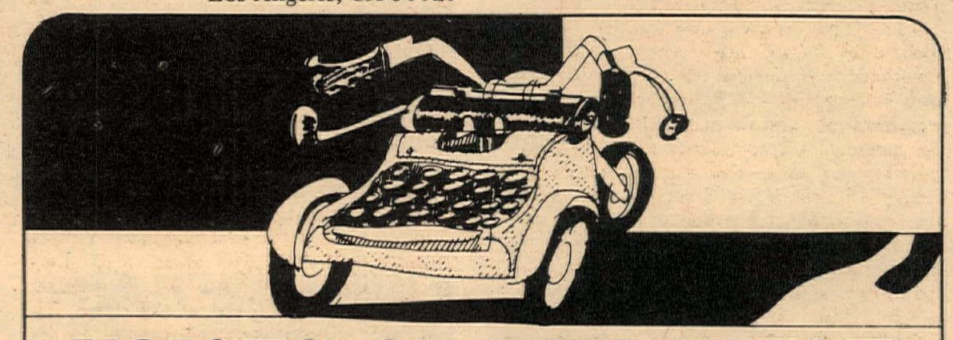
BARGAIN COURSES

Last summer I rode through all the western states talking to people who were interested in our motorcycle engineering courses here at Los Angeles City College. This summer I'm going to visit several schools east of the Mississippi that desire to establish such a program. This time I'll be accompanied by my wife on her bike. We will have been motorcycling through the 48 contiguous states and Alaska.

If any of your readers know of a school where such a program might be feasible, they can contact me at LACC and we'll arrange to get to them on our trip.

The price? Two cups of coffee or two beers, depending on the weather. Thanks for your help.

DON LANDAUER
Professor
Department of Engineering
LACC
855 N. Vermont Ave.
Los Angeles, CA 90029



VOICES OF THE WEST

MY LIFE FOR A HOT DOG

I was the victim of an inexperienced corner flagman. Upon cresting the starting hill at Baymare I was greeted by a downed bike in my path. The flagman had gone down to help the fallen rider instead of staying at the top of the hill to caution other riders. Endo city!

Someone could have been seriously hurt. All too often promoters recruit small children for flagmen, paying them with hot dogs and Pepsis. This makes for a very dangerous situation as the kids don't really know what they are doing and the riders have to really depend on them.

Personally I don't like the idea of risking my neck because some promoter is too cheap to hire top-notch flagmen. Something should be done about riders who put profits ahead of safety.

DAN WALLER
Santa Barbara, Calif.

PICKING UP

If you are interested, and maybe if Mr. Ron Schneiders is on his way to the desert Saturday morning, January 29, around 10 a.m., the Lost Angels and SoCal M.C.'s are going to patrol the area of Hi Vista for trash, garbage, etc. You may want to get a slant on the good side of things.

Hi Vista is still a good place for bikes. We are trying to keep it that way.

CO HYTTEN
Lost Angels M.C.
Sun Valley, Calif.

DESERT REUNION

On Sunday, Feb. 6th, the Palm Springs 100, a 100 mile Hare & Hound will be held by the Desert Challengers M.C. The promoting organization is attempting to lure any and all riders that were around and competing in the 'Fifties into dragging out their old iron (or new, if they have any), and sharing a little nostalgia with a bunch of old sandwash buddies.

In order to kick this off properly a "Free Fifties Reunion" gathering will be held the night before at the new International Hotel in Palm Springs. Just wear your old drinkin' wedgies and spend the evening bench-racing and working up side-bets for the following day's hare and hound.

Sounds like a lot of fun whether you ride or not. Most of the wives will probably do their gathering in downtown Palm Springs on Sunday. Posters are being distributed, but if you can't find one, give us or the club a phone call for further info.

Anyone interested or that knows anyone who would be, please try to make it, or contact someone that you think would enjoy the reunion. Entry fee is $5.

DINGUS!
Desert Challengers M.C.
Box 437,
Rancho Mirage, Ca. 92270

STATE YOUR PURPOSE

I just read the article by Ron Schneiders about last year's enduros. I enjoyed the article very much as I rode my first enduro January 9, put on by the CERA near Indio.

Ron mentions three different groups of enduro riders: 1. Those who like strictly-timed events; 2. those who like the ISDT type; 3. those who ride just for fun. In my opinion, any enduro for National points should be of ISDT calibre because we do need training ground for International events. Those who like timed events and those who like fun events probably outnumber the serious riders 10 to 1, so we need those kinds of events, also.

I do not care to become an expert and ride for points so I do not care to ride an event that finished 10-20%. I want to finish every event I enter, unless of mechanical failure.

To be fair, I believe all ads and entry forms should state what type of event is to be run: ISDT, tough expert, clockers, or fun. This way a novice or beginner will not clutter the course because of lack of ability or machinery for tough events.

BOB EARL
Buena Park, Calif.

LET'S TATTLE

I'd like to say that most desert racers do it with the right idea in mind – fun – but there is a large number of racers who have forgotten that "it's not how you win or lose, it's how you play the game."

A desert race is not an easy thing to put on by any club. They can do just so much, but the spectators out there know what's going on yet they would rather play ostrich. One reason for this is that anyone who complains is immediately tagged a "sniveler".

Come on, folks. Let's open our eyes and mouths and quit being afraid to report cheating. Desert racing is a great sport; let's keep it that way.

WILMA MARK
La Puente, Calif.

DEAR RUSS SANFORD:

Once again the first of a new year has arrived and with it the time to renew my fellowship with MORE. Enclosed is my mere pittance for the family and here's hoping that you will be as successful this year as you have been in the past.

Without your efforts I feel that the motorcyclists of California might be no more. To prove that point, if you will pick up a recent copy of U.S. News and World Report, dated Jan. 3, you will be interested to find an article on "Fun Machines" and legislation affecting them in the future.

Hopefully, MORE will sustain itself for the new year and continue to fight bad legislation. I set a personal record for letters to Sacramento, including the Governor and one to Washington.

BILL SPENCER
Menlo Park, Calif.

GOOD SHOW

Due to his performance in the Mick Andrews Trial, Danny Smith has been invited by the organizers of the Trials de Espana to make the trip to Spain along with four other western U.S. Trials riders.

Danny has arranged for the time off but needs PNTA's help in raising expense money. The organizer, Fred Belair, informs us that approximately $800 will be needed for the three-week trip.

We are currently attempting to organize some benefit events to help Danny represent the PNTA on the International level. Any suggestions would be very welcome – please contact L. Wilbanks at (503) 566-3501 or 566-3526.

ED CHESNUT
PNTA
Weston, Ore.

DESERT ANARCHY CLUB

We are starting a desert club. Our purpose is to participate in District 37 desert races and generally enjoy our chosen sport. Our only requirement is that you have a mature attitude towards desert racing. This is a broad statement and includes many things, so think it over.

There will be no officers, constitution, bylaws, dues, initiation fee, or routine attendance requirements. If there is a desire on the part of the members, we'll have a family get-together occasionally. We would like enough members to lose the closeness of a group like this can achieve.

We want Novices and beginners with enthusiasm and a few Amateurs and Experts who are willing to pass on their riding knowledge. Then we'll all combine our willingness to help one another for the enjoyment and comradeship desert racing is.

We will not put on any races.

If you are interested or have any helpful comments, see Mark Widick (208T) or Tom Widick (48X, black jumper with yellow dot) in the desert or call Chuck Talbot, (213) 349-1001, or Tom Widick, (805) 492-1028, evenings.

(NAME WITHHELD)

WHERE'S MY BRASS?

On Oct. 3, 1971, I raced the All Junior Day at Indian Dunes. I won the Powder Puff Division and on that date, I spoke to one of the officials and stated since Indian Dunes is over 100 miles from my home, San Clemente, I wondered if they could mail my trophy. They said wait for the results and write them my request and address to mail the trophy. I did just as they said and sent a $1 to cover costs and said if postage and handling was more I would gladly remit. Since then I returned to the Dunes for another race and again checked on my trophy. They said it wasn't there (two months later) and they would be sure to mail it and again left my name and address with three different people. I never received results on that race and still no trophy. I have known a couple of other people who never got their trophies from ACE either.

I paid my entry fee ($8) and expenses of traveling and at least they could have the decency of giving the proper awards as stated in their advertisements.

SHERRY McCLUNE
San Clemente, Calif.

Write to Cycle Scene West...Ed.

On July 1, 1972, Californians will have to register their dirt bikes.

m.o.r.e. from the capitol

By Russ Sanford

On Wednesday, December 22nd, Governor Reagan gave California's motorcycle fraternity what I feel was a great Christmas present when he signed AB 2342 into law. Although this new law has been explained in this column several times, it does impose new and additional requirements upon motorcyclists. I want to report on this new law to ensure that everyone is familiar with its many provisions.

BACKGROUND INFO

It was obvious from the activities of adverse pressure groups, that the legislature would enact some form of legislation to provide a means of placing identification plates, similar to license plates, on off-road vehicles. To make such an identification program effective, it was also necessary to institute a registration and record-keeping program. The 'opposition' caused several registration and identification bills to be introduced. These proposals also imposed strict laws for the operation of ORV's and used the resultant registration fees for ORV law enforcement.

The ORV enthusiasts and the motorcycle industry countered with their own bill which also requires registration and identification, but specifies that the resultant fees be used for program administration and the development and operation of off-road vehicle parks and trail systems.

There is no doubt that had we not been prepared with our own bill as an alternative, one of the more restrictive 'enforcement bills' would have been enacted. As it turned out, the adverse bills were 'killed' and our bill (AB2342) was approved.

GENERAL SPECIFICS AND WHERE THE MONEY GOES

The bill is too lengthy to reproduce in its entirety. The following is a capsule version of the major features;

On and after July 1, 1972, all

1. Unlicensed ORV's which are operated on public lands must be certified (registered) with the Department Of Motor Vehicles.

2. The DMV will issue certificates of ownership and maintain records of ownership, which should prove to be a deterrent to theft of ORV's.

3. The DMV will issue *safe* identification plates or decals to be physically attached to the ORV's. Exactly what kind isn't decided yet.

4. New ORV's sold after July 1, 1972, will be certified with the DMV by the dealer at the time of sale.

5. Subsequent resales of ORV's will be certified with the DMV by the purchaser.

6. Certification will be renewable every two years for a fee of $15.

7. The distribution of the $15 fee will be:

a. $5 will go to the DMV for administration of the program.

b. $4 will be returned to the city/county of residence as an in-lieu tax. The in-lieu tax prevents the city or county from levying a personal property tax upon the ORV. The city or county may use the resultant funds for management of their ORV facilities or for controlling the operation of ORV's in restricted or prohibited areas.

c. The remaining $6 will be placed in an Off-Highway Vehicle Fund which will be administered by the State Parks and Recreation Department. These funds will be distributed as follows:

(1) 50% of the Off-Highway Vehicle Fund will be used by the State Parks and Recreation Department to acquire, develop, and operate large ORV recreational areas and ORV trail systems throughout California.

(2) The remaining 50% of the Off-Highway Vehicle Fund will be allocated on the basis of statewide need to local governments (cities and counties) to develop local ORV recreational areas and ORV trail systems. The cities and counties must pay 25% of the cost of such facilities, however, the $4 in-lieu tax (previously mentioned) can be used for this purpose, also.

8. There will be a separate accounting of funds by vehicle type and the ORV facilities will be financed on the basis of that ratio. For example, the fees collected for motorcycles and motor-driven cycles will be used *only* for motorcycle and motor-driven cycle areas and trails, whereas the fees collected for dune buggies, ATV's and 4WD vehicles will be used for separate areas and trails.

9. New ORV's manufactured after January 1, 1972 are subject to the following noise limitations*

After Jan. 1, 1972, but before January 1, 1973 ..... 92 dba

After Jan. 1, 1973, but before January 1, 1975 ..... 88 dba

After Jan. 1, 1975, ... 86 dba

10. Every ORV subject to the new law shall be equipped at all times with an adequate muffler which is in constant operation and properly maintained to meet the requirements set forth is sub-paragraph 9 above. However, the muffler requirement does not apply to organized sanctioned racing or competitive events held upon closed courses or under permit.

11. The new law adds some additional red-tape not always heretofore experienced when buying and selling ORV's. However, the new requirements are not more difficult than the present requirements for 'licensed' vehicles. In fact, the requirements are nearly identical. In this respect, there are forfeiture and penalty fees for late certification which are are identical to those for late registration of street-licensed vehicles.

12. The Department of Motor Vehicles will issue complete instructions and forms to dealers prior to the July 1, 1972 implementation date. It is not unlikely that the DMV will also conduct Dealer Seminars throughout the state prior to July 1, 1972.

13. The new law does not apply to all unlicensed off-road vehicles. It specifically exempts:

a. Motor vehicles operated solely on the private property of their owner or on the private property of another, with the express consent of the owner or tenant of such property or used solely upon commercially operated facilities for such use.

b. Motor vehicles being operated off the highways in an organized racing or competitive event upon a closed course and which is conducted under the auspices of a recognized sanctioning body, or by permit issued by the local governmental authority having jurisdiction.

c. Motor vehicles owned by the state, or any county, city, district, or political subdivision of the state, or the United States.

d. Motor vehicles owned or operated by, or operated under contract with a utility, whether privately or publicly owned, when used for construction, repair, or survey of utilities.

e. Street licensed vehicles, including dealer plates.

14. At present, it is illegal to move an unlicensed vehicle upon any street, highway, sidewalk, or related right of way, even if it is pushed and the vehicle has been disabled by removing the spark plugs. The new law allows ORV's, when properly certified and identified, to:

a. Be operated or driven upon a highway only for the purpose of crossing the highway.

b. Be moved by nonmechanical (manual) means adjacent to a street or highway only for the purpose of gaining access to, or returning from, areas designed for the operation of ORV's, when no other route is available. This will allow unlicensed operators to push their mini-bikes and motorcycles on sidewalks and highway shoulders to prescribed riding areas.

c. Be towed by a street licensed vehicle.

ADDITIONAL COMMENTS

The ORV recreation areas and ORV trail systems developed under this new law will be in addition to continued use of existing areas and multiple-use trail systems. It has never been the intent that ORV use will be relegated only to the established areas.

The enactment of this new law is only one of several steps which must be taken to gain full and rightful recognition of the recreational needs of ORV enthusiasts.

1. The first step was the passage of a law in 1969 which brought the first recognition and legal acceptance of ORV's as legitimate users of the public lands. We have to go through this first step to legally establish that such a thing as an ORV even exists. It was quite similar to having a birth certificate to prove that you were born.

2. The second step was the passage of AB 2342 which provides the features mentioned previously.

3. The next step will be the passage of a law in 1972 to place a proportionate amount of gas sales taxes removed from the gas tax fund for highway construction and maintenance and added to the Off-Highway Vehicle Fund as a bonus. This was an additional advantage of registering the ORV's, because to obtain the gas tax refunds, we must first know the number of unlicensed vehicles which are involved.

Another important element which should not be overlooked is that of 'matching federal funds' for purposes of outdoor recreation. Under federal law, each state is entitled to obtain federal funds on a 50% basis until certain maximum limits are reached. For example, California has a limit of 20 million dollars in 1972. Provided that California spends 40 million dollars, or more, on outdoor recreation, the federal government will give California a grant of 20 million dollars. Of the 20 million dollars, 10 million is retained by the State to be used for statewide, outdoor, recreation projects. The remaining 10 million dollars is distributed to cities and counties (based upon priority of need) for their outdoor recreation projects. It is highly probably that some of the matching federal funds will find their way into the Off-Highway Vehicle Fund, both at the state and local government levels. The exact amount cannot be determined at this time, but it should constitute a substantial 'boost' to the fund.

FINANCIAL ASPECTS

The people who have most closely worked with the new law during the past two years, have realized from the outset that there will be many persons who will complain bitterly about paying a fee of $7.50 per year for a place to legally operate their ORV. Notwithstanding that ORV enthusiasts have avoided registration and licensing fees for many years, these complainers are most likely the same persons who have repeatedly said, "I'd give a hundred dollars to have a place to ride without being hassled".

It should be noted that this proposed law has been repeatedly reported and discussed in the ORV trade papers and personally presented to organized clubs and groups throughout California for two years. Although given the opportunity to criticize the plan many times, there has yet to be one person who didn't agree that it was a good idea, once they knew the facts.

Upon examination, a person receives the following values for their $7.50 annual fee:

1. $3.00 from basic registration fee.

2. $3.50 gas tax refund (based upon estimated 50 gallons per year at 7¢ per gallon).

3. $2.00 from in-lieu tax.

4. $3.00 (possibly) from matching federal funds.

This reveals a tangible benefit of a minimum $6.50 and a maximum of $11.50 for each $7.50 fee. But, we shouldn't overlook the intangible benefits:

1. Theft deterrent through registration.

2. Ready identification of those who are endangering our sport through purposely negligent actions.

3. Moving our ORV's across, and adjacent to, streets and highways.

4. A greatly improved image of motorcycling.

5. Places to operate without harassment.

6. Accurate count of ORV population.

And for those who still don't feel that they have gotten a bargain, one final "thought". Without this law, you would be faced with a law which took your $15.00 and used it solely to enforce the laws which would have eliminated the continued operation of ORV's.

Please address all comments and inquiries to Russ Sanford, c/o MORE, P.O. Box 26062, Sacramento, CA 95826.

*The motorcycle industry has already geared-up to meet these requirements.

Writin' Around.

Mustangs; CBS; the last big undiscovered mass entertainment

By Charles Clayton

As promised last week, when we ripped the lid off political participation, land use and trail riding in 1972, here are more chapters in the American Experience which will unfold for motorcycle likers in the current year:

Media will be taking a closer look at what we've got. Whether much of what the radio, the video and the press will see, they use, nevertheless they'll be evaluating motorcycling in their own ways. Evel Knievel says "motorcycle racing is the last big undiscovered mass entertainment." Now that media have exhausted all the available phenomenons, they are turning to us.

In a way, I've been dreading this happening. The too-sudden glare of bigtime publicity can blind the men in the spotlight. At the same time, I relish the inevitable discovery of this last big mass entertainment because it is more exciting than football, goes deeper than rock music, is artsier than the Galloping Gourmet and generally better than anything else media has ever grappled with.

Now that the Columbia Broadcasting System owns Cycle World magazine, you can bet that another network will be camping on our courses. Half-a-dozen books (the same "beginner" bilge) are being written about motorcycling for the major publishers, so perhaps it is really starting to happen at last. I hope motorcycling is ready for it.

I know that we are ready for the next item coming in 1972 — a new American motorcycle manufacturer, or two, or three.

Circle Industries President Jim Oakes, who purchased the dormant Mustang Motor Company last year, says he plans to manufacture the torquey 350cc four-stroke engine and possibly the complete Mustang motorcycle this year. For a bargain price of $12,000 Oakes got all but one of the dies to make the engine; the tool to make the block was broken up by a slavager before Oakes could rescue it. "The Mustang's build something like an Offenhauser," Oakes explains, "with the cylinder and crankcase in one piece." That's the part he's lacking. Except for engine blocks, Circle has enough parts to assemble 200 engines and 99 motorcycles. New tooling for the block is now being built.

The Mustang was designed to be either OHV or sidevalve, depending on the head fitted, and in the hands of Walt Fulton II, it scored some impressive grand prix and TT victories in the 1950's. Bike builders looking for an American engine to fit in their frames should place their orders with Circle Industries early, for there's bound to be a big demand.

My offer in a recent column to coordinate communications between readers interested in promotion of a new all-American motorcycle factory brought in a number of letters from readers with money to invest, and suggestions of people whose talents should be tapped. But no designers, metal casters, etc. Surely out there in CycleNewsLand are some dreamers of things in alloy and steel? I hate to think that mechanically-gifted Americans are all too busy making other things to dream of new U.S. machines.

The motorcycle is an idea whose time has come. Must it be that all the ideas have to come from overseas? What new design would sell for under $2,000 in a quantity of, say, 1,000 a year and leave the manufacturer a profit? What new manufacturing techniques could be employed for higher quality, lower cost? Write me, if you know.

GROSSI: back in the saddle again

By Sam Mangalin

MONTEREY, CAL., Jan. 9, 1972 — There can be little doubt left in the minds of those present for the MRA's first motocross of the new year that Boy Wonder, Bob Grossi, is number one candidate for the Comeback Award of the Year.

Grossi made the scene on a new '72 5-speed Husky 400 and took away top money in the Open Expert class. Still sporting much soreness in his arm, he seemed to have little difficulty putting the new bike through its paces, but commented afterwards that the buckets of additional torque in the new model took some getting use to. The factory also put a little kink in the Husky style by switching the gear shift to the opposite side.

It was the first motocross of 1972 on the beautiful Laguna Seca Cycle Ranch, and besides Grossi, several other riders appeared on the scene with new mounts. Most notable was Ron Self, who has left his Ajay to ride a new model Maico out of Trophy Cycles in Mountain View. Most notable, because Ron gave Grossi one helluva good show in the second Open Expert moto after running second to Grossi in the first moto.

Having won that first moto on the fly, it was expected that Grossi would once again leave the gang waiting at the station door in the second moto. But it didn't come so easy for the Brookdale Flash, as he got off to a very poor start and then banged his leg heavily as the pack careened down the straight we shall evermore know as the "washboard", it having come close to cleaning laundry for many riders, including myself.

Grossi opted to lay back a bit and get it all together on the first lap, the methodically and rapidly, as rapid anyway as this kid can look, worked himself up towards the front where Self and Bruce Kelly were having a heated go of it. Self was thoroughly enjoying himself on the new Maico and picked up the pace a bit with each lap. Grossi, however, was cutting a quicker path to the door and by lap four had Kelly and was pushing Self. With the pressure on, Self finally left the door open on lap six and just as quickly Grossi was gone.

It is no discredit to Self for having fallen under the pressure as Grossi really put it on him and the two riders were never more than a bike or two apart for two full rounds of the course. Self is rapidly picking up experience in the Expert ranks, and with his pair of strong seconds on a new rig he must be considered one of the more potential threats in the MRA's upcoming Gold Cup Winter Series.

Another rider to make the switch for the new year is Rob Willis, formerly seen about these parts on a sporadic Ajay, now sporting the pink to a new Husky. The combination works well and Willis pulled in a very convincing win in the first 250 Novice II race, but had his debut spoiled by a broken coil wire in the second. Willis didn't go away dry, however, as he now claims title to the altitude record for the re-vamped track.

Perhaps the most hotly contested class of the day was the 250 Novice Div. I, with Rick Walker and Dan DaCosta running literally wheel to wheel throughout both motos. Walker was able to run just on the other side of that proverbial "ragged edge" several times and that seemed to make the difference. DaCosta has been consistently placing well in the last few races and should be destined for the Amateur ranks shortly.

The absence of notable regulars, Cranke, Stockman and Powell, in the 250 Expert class was readily evident, but the spectators received an equally good showing by three other regulars who took up the cause and put on a strong display of intight riding. Jerry Johnson, Pat Legge and Martin Towne set a fast pace from the start of both motos, leaving the field far to the rear. The overall winner was still in doubt right up to the closing moments of the final moto.

Honorable mention must also go to the hardy group of elders who compose the Old Timers class, another first for the new year and the MRA. All entrants professed to being 35 or over, and though the muscles grow weary and knees ache a bit behind the padding, their enthusiasm for the sport tops all. Good show, chaps!

It was another fine program by the MRA and the efforts of the omnipresent Tim Meyer. How this man can spread himself so thin and come up a winner is a secret shared only with the dynamic Capt. Marvel set. Tim reports that the MRA will be taking on a new look this year with a little more spit 'n polish here and there to add a little zest to the organization's image.

(Results on page 28)

250 Expert Martin Towne, (73m BFAW) leads Pat Legge. Legge beat him for second overall.

Cycle News North

This rider demonstrates Laguna's tricky jump.

MRA ANNOUNCES GOLD CUP SERIES

Northern California's MRA has announced their plans for a winter championship series to be held on their home track, the Laguna Seca Cycle Ranch, in the beautiful coastal mountains above Monterey Bay. The series will be called the "Gold Cup" and runs through June, with the first race scheduled for January 23. One point race will be held each month thereafter throughout the series.

Experts and Juniors will be competing for separate championship points, the Experts going for cash and contingency awards while the Juniors after a grand merchandise award to be announced sometime in the next few weeks.

Awards will include leathers, boots, helmets, gloves and other top merchandise. Additional prizes will be added as the series progresses. The championship is closed to MRA members only and you must have a card to ride. All your riders who have been enjoying a free ride up to now will have to put forth some effort to support the MRA and become an active member in the organization, that is if you want some of the frosting on the cake.

Membership applications are available through Dirt Bike Cycles, 1878 W. San Carlos, San Jose, Calif., or you can pick them up at the track. The fee is $7 for a full year and will also allow the member to participate in various non-racing functions planned for 1972.

Ron Self (25) opened the new year by actually leading Bob Grossi (15) for one moto.

A nestle of Novices assault a Hayward jump.

Hayward M.C. Continues Lease for 1972 Season

By Bill Spencer

HAYWARD, CAL., Jan. 9, 1972 — Rumors of the impending doom of the Hayward Speedway have been snubbed for another year as the Hayward M.C. signed a lease to keep racing going for 1972. Some slight changes will be made, but for the most part everything will be as it was last year. One change is the alternating of Saturday nights with scrambles action at Fremont Raceway. To supplement these activities, some rough winter scrambles will be run. The first drew nearly 200 riders.

With many of the top Experts still running the indoor circuit in Santa Rosa, a combined 250-500 Expert run was the feature attraction with Roger Brunel winning on a 400 Maico over Nick Nazzisi's 250 Husky. Motocrosser Bill Scarlett was on hand to race but had been suffering a bout with the flu and couldn't keep up the demanding pace. Nazzisi put up a stiff battle to overtake the more powerful machine but it was to no avail as Brunel made a good effort and no mistakes.

Mike Kenyon showed up on older brother Al's BSA MX and showed his stuff in the 500 Junior Main with a great driving win. Gary Stephenson, as usual, led it off but had his problems and with three laps down, it was all Kenyon and the BSA with no problems like Al had on his first time out. John Randolph held on for the second over Ed Jacques.

In the past two outings here only a few riders have been able to duplicate trophy spots and the best of them is Dave Rosenquist on a 125 Honda. In the past three races he has managed to win with little difficulty while not making much of a showing in the heat. The slippery parts of the track make no problems for the under-horsepowered bike and because of the limits of size of the track, not problem exists in outright speed and so each main is handled well and ultimately ends with a win.

Another consistent entry is Rod Wartzok, while perhaps not being a winner all the time, he plugs right along and manages a trophy with ease. Coming right along in training is Dick Gracia who just got his Junior card and within a matter of only a few more races will be back in the winner's circle.

The thing about these types of races, is that in most cases, there are only so many riders that ride the winter races and the guys that normally ride all the smooth races either don't like the rough stuff or leave their bikes set up for to ride the indoor. Only those select few that ride all the races are the ones that seem to manage to get up in the world of great professional racers. The likes of Mann, Brelsford, Odom, Hansen, Kenyon and Gennai got to where they are by riding everything there was to ride.

(Results on page 28)

Grossini Challenges D-37

By Margaret Earnest

SANTA MARIA, CAL., Jan. 2, 1972 — The first motocross of 1972 put on by the Lompoc Slo-Pokes could be appropriately called a "quiet-cross." As part of AMA's program of noise suppression all bikes were required to use silencers and the difference was noticeable and appreciated by all spectators and even the riders.

There was a slight delay between the 125 Juniors and 125 Seniors when the patrol had not appeared. A rescue machine was quickly dispatched and found the patrol broken down on the course!

Rescue was accomplished and the 125 Seniors went off the line with first place being exchanged between Mike David (Suz) and Larry Greer (Yam). The lead changed many times until Greer made contact with the soil on the corner and dropped to fifth place. Mike and Larry again fought for the lead second time out but the Yamaha developed intestinal problems and was retired for the day. Mike took the win all three times out for the first overall.

250 Senior Johnny Grossini (Hus) had little or no competition today, holding a long lead, and had time enough to stop on the course and get a drink of water. Johnny would like to see some of the District 37 shoes come up and at least give him some company on the course.

Open Intermediates and Seniors were combined for their motos. Intermediate Ken Earnest (Suz) took the lead and stretched it out when his foot slipped off the peg, hit his brake and locked up his rear wheel. Before he could recover a Senior on a 380 CZ made contact and a spectacular crash followed. Charles Curnutt's well-known red shocks disengaged themselves from the Suzuki and disintegrated while one Czechoslovakian machine came out of it with a sprung frame. Broken machines, no broken bodies and many happy cameramen who got it on film. Walt Menge (Suz) went on as the first Senior and Harvey Wynne (Suz) the first Intermediate for the day.

This club has plans for 1972 which include a motocross for the AMXT treasury, same as they did in 1972. In additiona, this club holds a race with all proceeds to a scholarship fund and they hope to make it bigger and better this year. There are rumors, also, they will try and swell the treasury of M.O.R.E. this year.

(Results on page 28)

Mann, Lackey Open Year with Hare Scrambles Win

By Bill Spencer

PT. RICHMOND, CAL., Jan. 2, 1972 — With riding land being as difficult as it is to find, the thought of riding a hare scrambles over rough terrain on a three mile course within 20 minutes of downtown San Francisco seems downright insane. Truth of the matter is, the Richmond Ramblers Motorcycle Club grounds are only about 15 miles away from San Francisco over the Bay and is within sight when one gets to the top of one of the surrounding hills at Pt. Richmond on which the club grounds situate.

For quite some period of time the land was not to be used because of litigation by surrounding owners but enough pressure was asserted by club members and legal elements to regain the use of the land some four months ago and so the club has been running events in hopes of establishing itself as one of the leading clubs of District No. 36 as they had been in the past.

The first run on the '72 season brought out nearly 150 hearty souls in 40 degree weather, that included the likes of the Grand National Champion Dick Mann and one of the top American motocrossers, Brad Lackey. Both of these great riders live close by and this is their cow trailing area.

Generally, a Hare Scrambles will be run with some designation by classes and time but with less than 200 riders electing to ride the treacherous course, the referee decided to run everyone together and for a total time of three hours. This for sure would dispell any gripes of not getting enough riding.

The course started with an uphill behind the club house which encompasses the scrambles course and then some. The hill is deeply rutted and when the flag went up it was a free-for-all to see who would get stuck halfway up and then get run over. The first figure over the top was Lackey on the CZ and that was the end of the first place competition as Mann had some trouble starting and was about five minutes behind at the end of the first lap. The field became quite strung out on the first lap although there were some good Experts who kept up a good pace.

As the course was laid out, the fastest way to the two checks (at least that's all I hit) were by following the course. A liberal amount of red kept everyone from going too far astray although the wind did blow some of the green around. This proved to be no problem as after the first lap all were quite familiar with the layout. Due to the steepness of the surrounding area, it is hard to get off the track because one would find oneself in deep trouble if one got too far out of the way.

The best parts seemed to be the steep uphill on the backside in which you changed gears on the way up — at least those that went fast changed gears on the way up. I would plod along in second on my ancient Montadero while Dick Mann would go by in second, third and fourth, on the rear wheel.

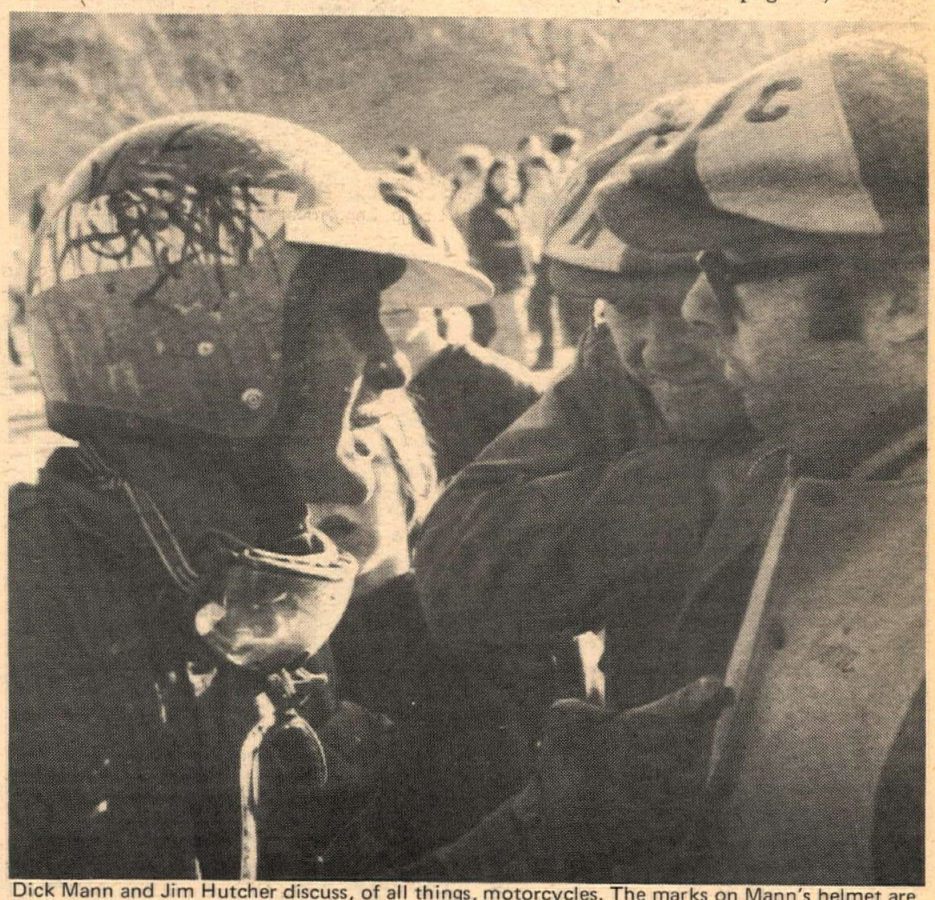
At one juncture, I stopped to shoot a few shots on my super Instamatic and tried at the same time to figure out who was doing what to whom. The only thing I could really get to was that Lackey was leading and Mann was second although I missed him somewhere on the road back, or maybe I wasn't on the right road back. At any rate, after only a few laps, I retired to the Lucky stand and proceeded to tell one and all how great the course was and how it realy wasn't that tough. All the while guys were dragging bodies and bikes in.

For the most part it was well-organized and when the sweep was made after three hours, no one was found laying in any great heaps. The club, as usual, is one of the best around and even with Bugs Mann saying that the run was too long and got boring at the end, it was a lot of fun.

With Lackey winning the Open Expert by a ton, Jerry Parsons was quite noticeable on a 500 MX BSA (or was that a dressed up Victor?) He finished somewhat ahead of Russ Powell on a Husky and quite a bit ahead of Ken Harvey. While the results say "Harley", don't you believe it. He rides a lot of things but no hog was out there that day.

Bugs won the 250 but didn't stay around to collect the trophy and so Bill "Biscuits" Verbiscio was next in line. Biscuits is senior to Mann and don't get in between those two when the stories fly. For two old dudes, they really know how to handle the dirt machinery.

(Results on page 28)



Dick Mann and Jim Hutcher discuss, of all things, motorcycles. The marks on Mann's helmet are to prove he made the various checkpoints.

THE CASH OF '71

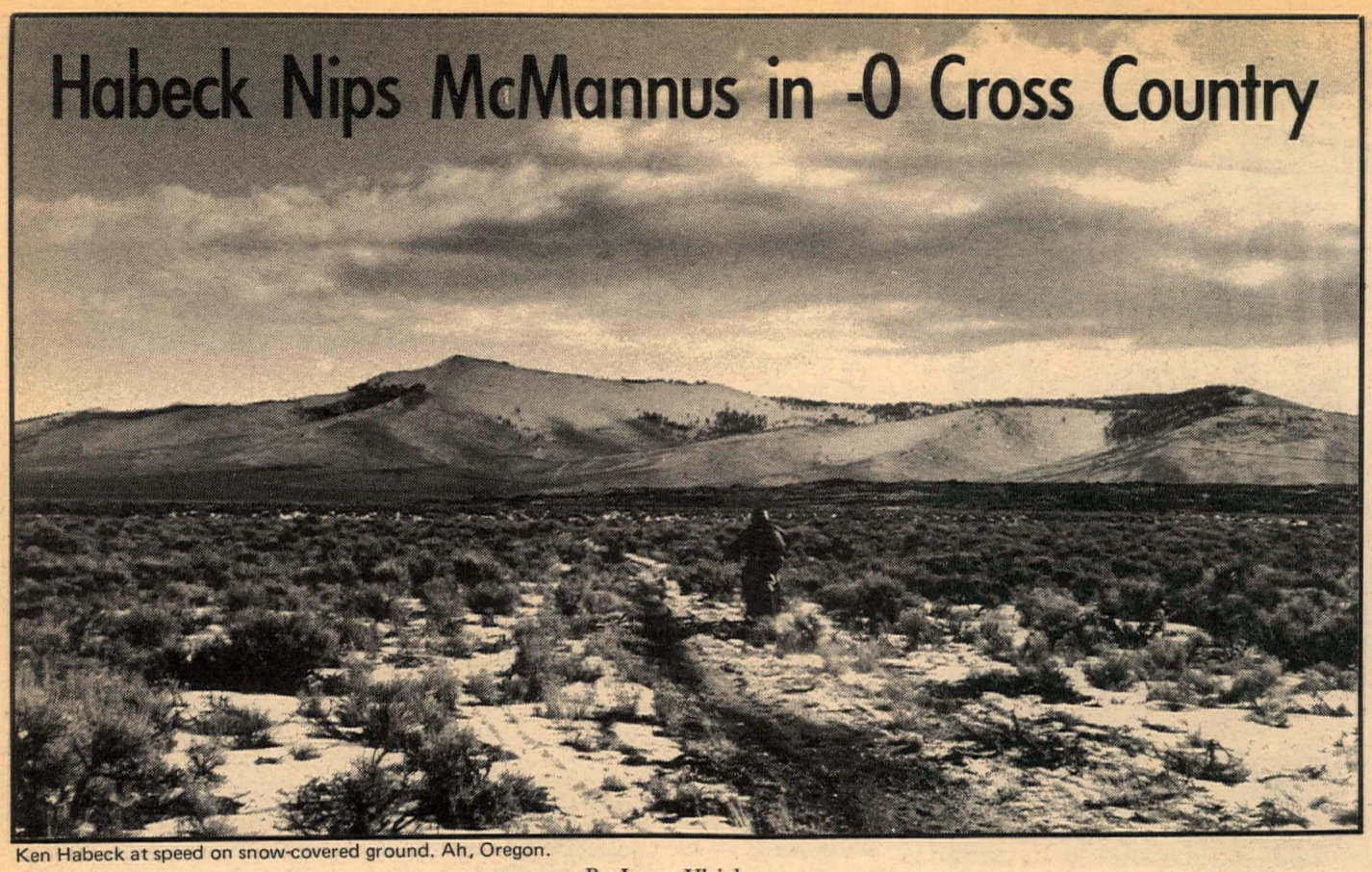
The 1971 Grand National Championship year was highlighted not only by increased attendance at each event, but prize money and contingencies.

Of the season's 21 National Championships, more than $300,000 was paid in purse money alone. In addition, contingencies paid during the year brought the prize money total to well over $350,000.

An additional $31,010 was also available to the top 10 riders from the 1971 Rider Point Fund. Money for the fund is collected from pre and post entries and a percentage of the purse, paid by the promoter. At the end of the year, 10 percent is paid to the number one rider, with the balance distributed on the basis of points earned:

Dick Mann	10%	$2,892.57
	1054 pts.	4,107.00
		6,999.57
Gene Romero	924 pts.	3,600.45
Jim Rice	893 pts.	3,479.65
Dave Aldana	706 pts.	2,750.99
Dave Sehl	561 pts.	2,185.99
Jim Odom	557 pts.	2,170.40
Mark Brelsford	534 pts.	2,080.78
Kel Carruthers	521 pts.	2,030.12
Don Castro	479 pts.	1,866.46
John Hateley	452 pts.	1,761.26
		$28,925.67

Habeck Nips McMannus in -0 Cross Country



Ken Habeck at speed on snow-covered ground. Ah, Oregon.

By Larry Ulrich

BEND, OR., Jan. 2, 1972 — One hundred eighteen riders braved below-freezing temperatures and snow to ride a one-hundred mile cross-country on the desert 20 miles east of here. The course consisted of desert trails, fire roads through pine forests, lava beds that slowed even the best rider to a crawl and lots of sand whoop-de-doos. The course was 32 miles long and the riders were to make three laps. Many dropped out after one lap due to the snow and ice conditions in the upper elevations.

Riders lined up for the dead engine start waiting to see the smoke bomb. The wind was blowing. It was cold. The guys were getting a little impatient as the smoke bomb was late being lit. Finally the smoke was seen and all engines were shut down. They were started by the wave of a green flag. Famed cross-country rider Ken Habeck of Seattle was first to the smoke in a real close race with Bend rider Mike McMannus. Habeck elected to go a little out of his way and make use of a dirt road while McMannus blasted through the sagebrush. Both were mounted on 400 Huskies. At the end of lap one, 58 minutes later, it was Seattle school teacher Habeck in the lead. Four minutes behind him was 125 DKW rider Tom Robinson, followed by Brian Eastburn (Mai), Ray Crawford riding a 250 Husky and not far behind was Steve Stotesbury riding a Poweroll Performance 125 Honda. Second lap it was still Habeck and Robinson only two minutes apart now. They were still followed by 250 Maico rider Brian Eastburn, 125 Honda-mounted Frank Sunada who had moved up to fourth overall, then Stotesbury. Husky rider Crawford had dropped out due to running out of gas.

At the end of lap three it was Ken Habeck first overall and first in the Open class and a scant one minute behind him was 125cc DKW-mounted Tom Robinson. This reporter talked to Habeck about this DKW rider and was informed that Robinson had passed him in the rough lava beds and Habeck had to really pour the coal to his 8-speed Husky on the next road to get by him. Honda-mounted Frank Sunada had moved up to third overall, second 125, followed by Steve Stotesbury on another Honda. First in the 250 class was Maico rider Brian Eastburn for fifth overall, with Carl Pruitt (Hus) second place Open class behind him.

Pregnant Woman Injured in Pits

By Janis Randall

EUGENE, ORE., Jan. 2, 1972 — It was one of those unusual beautiful days for winter racing in Eugne, with a turnout of about 150 riders and the sun. Among the riders was AMA Pro Randy Scott who put on a very good race for everyone to watch. Randy was aboard a new Yamaha 360 MX.

Territorial once again changed their track around by straightening the corners out a little bit. It made this track quite a bit faster. This also might have been the cause of an unusual amount of crashes that took place. Some riders didn't find the track fast enough, and practiced wheelies in a certain part of the pit area in spite of admonishment by the promoting club. A woman was slammed into by a wheelie-ing rider, and was taken to the hospital with two broken arms and a broken leg. To top it off she was pregnant. At this writing she is still in serious condition.

The 125 Senior class saw Keith Nerseth (DKW) take first overall, with Ken Burley (Pen) pressuring Keith very hard, swapping positions, but taking second, and Steve Toffdahl (Ric) right on both of their tails had to settle for third.

Bruce Brown (Bul) took his first win of the season in the 250 Junior class and following him was Mike Brogden on a Bultaco also, to take second overall, and not to far behind them was Mike Hubbs (Bul) getting the checkered flag for third overall.

Bill Oliver (Bul) once again took first in the 250 Senior class, but closing in on him was Mike Bailey riding his new 250 Yamaha. Mike didn't have any luck getting around him so he wound up second.

The Open Senior class was the best and fastest race of the day. Randy Scott (Yam) and Rick Andres (Mai) changed leads back and fourth through all three motos with Ken Dawe (Mai) right there behind them to watch. Finally in the third moto Rick stayed ahead of Randy until he made a mistake. Randy slipped past him for first overall and Rick took second with Dawe, third.

(Results on page 28)

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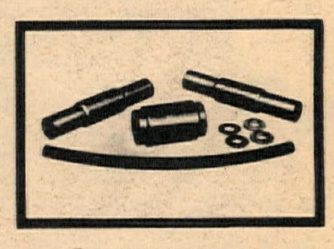

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Marin County M.C. spent two years and $5000 to find a place to ride.

By Ron Schneiders

MARIN COUNTY, CAL., Jan. 9, 1972 – What do you call it when you have a good trail motorcycle, live in a fine country of woods and creeks and seasons that change and yet cannot ride? Not at all. Nowhere within 100 miles or more. If that's not hell, it'll do until the real thing comes along. But that was the state of the trail riders in Marin County, Calif., for two solid years.

Marin County lies just to the north of San Francisco, between the ocean and the mountains. It is fertile agricultural land, a land of vineyards not unlike northern Italy but it was in danger of being "developed" by the purveyers of suburbia. Fortunately some of the ecologically minded people in the area managed to get some much needed help from the government. Farmers who resisted the developers gold would receive some aid in the form of a tax exemption as an "agricultural preserve," but only under the condition that they remained as legitimate farmers. No farmer wanted to risk his tax exemption by leasing or renting to motorcyclists whom the government might consider to be incompatible with farming.

To add to the heat, Marin County passed an ordinance effectively prohibiting off-road motorcycling. Motorcyclists had two choices: hang up their helmets or take their bikes to a different county. This state of affairs lasted two whole years.

But the cyclists of Marin County were not idle during that time. They kept their association together and worked for some relief on several fronts. Finally after an endless series of meetings with the Zoning Administrator, the Planning Commission and the Board of Supervisors, they managed to have motorcycling declared a compatible farming use along with horses, hunting and fishing. This classification meant that farmers who allowed motorcyclists to use their land would not lose their tax exemption. They still didn't have any land but they had cleared a legal path.

The son of a rancher earns his first "gold."

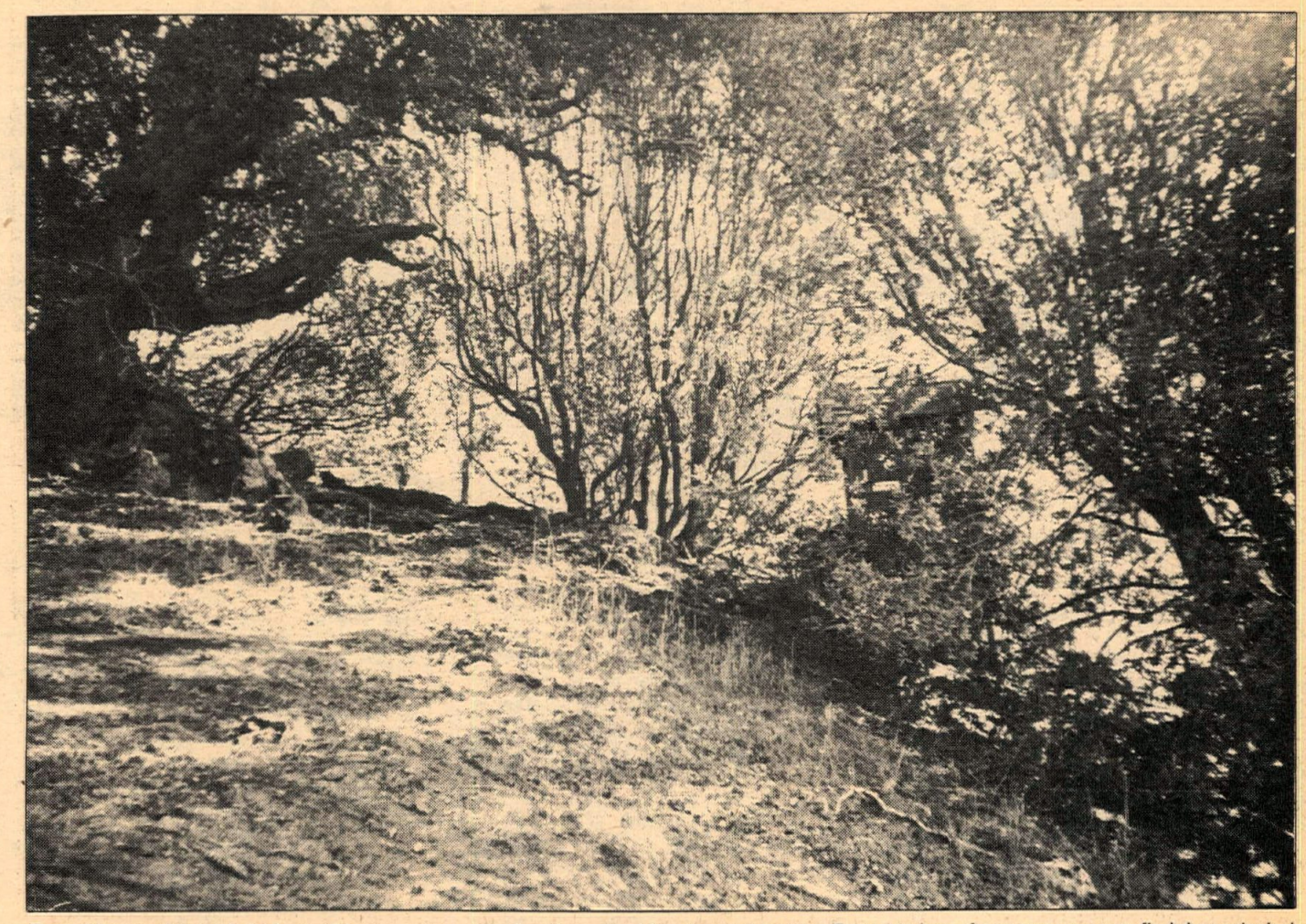
They next raised enough money to be able to talk to landowners in a mutually understood tongue: cold cash. After talks with many different farmers who had suitable land, they were finally able to conclude a deal on a trial basis. They were able to use the land of Alvin Gambonini some 1400 acres, for a sum of $5,000 a year.

Mr. Gambonini did not enter into the agreement without some fear. He didn't know what the cyclist would do to his land. His was a working farm, complete with all the animals normally found on a farm. No doubt he had visions of riders playing cowboy with one of his prize bulls.

The cyclists were naturally overjoyed at having a place to ride again and they have treated their new home with the respect that only those who have been homeless have learned. Riders ride only on the trails; they don't cut up hillsides at will. They ride only with quiet mufflers. They have a grassy picnic area on which no one rides. It is a beautiful place to ride and it looks like it just might stay that way.

The Marin County Motorcycle Association was primarily a racing club before Marin County was closed. They hosted the famous China Camp Hare Scrambles. On their new land they're not staging any races yet. They're going very carefully, feeling their way. They don't want to be homeless again. Today they hosted a trials. Many of their members have never even seen a trials but for a club that had successfully untied government red tape, putting on an event they were not familiar with wasn't even much of a challenge. Their trials went off virtually without a hitch and it was a fine event as well.

A loop of a bit more than six miles was laid out and the traps were spaced along the loop. There was quite a variety. Not purists, the club had no qualms about throwing in a few un-natural challenges, like a plank step about two-feet high to be negotiated and a muddy, slimy off-camber water pipe to be crossed. Most of the traps were made more difficult by water and mud in quantitites to satisfy even an Englishman. Unfortunately for the several Englishmen who attended, however, there was no rain, or even fog. The sun shone and it was fairly warm. Just really awful weather for a trial...



Everything on the ranch is done with an eye to conserving the natural beauty of the place. For a big bag of pop corn, can you find the ecological outhouse in the picture? Many would be customers couldn't see it when they were this close!

Alan Bydgness, a guy who has fought for land other places, pauses in his trip around the traps to survey the new riding area.

Expert bota-bagger competes for attention with expert trialist Biscuits Verbiscio. At the moment it looks like the bota-bagger is ahead.

One of the most interesting of the day's traps was a slippery downhill section with an entry over large muddy root. The pitch was steep enough and slimy enough to give a rider some serious concern for his safety. But it wasn't enough to simply go down this steep ravine: in the middle one had to stay high on the bank which was markedly off-camber and wet. Lane Leavitt got to the section and stared at it for a minute, nodding his head up and down and looking like he was trying to charge his psychic batteries. Then down he went like a motocrosser, about 30 mph or so it seemed without a single touch of the brake. It was the right approach; he cleaned it. Most others slipped down into the gulch for an out-of-bounds 5. Lane won the event with a score of -13. Second was Britisher Derek Beluver with -23. These two will have another go at it next week at the British American Cup Trial.

The results are at the bottom of the page but one other contestant should be mentioned: Bob Gambonini, 10-year-old son of the land owner, won his first trophy, third place in Novice C. None of the family rode before; now all of them are getting interested.

Jerry Diaz was the man most responsible for securing the land. He attended most of the meetings and worked out many of the problems. A soil engineer by profession, he is working very diligently to see that things stay just as nice as they are now. But surprisingly, it's not the soil erosion that worries him most; it's noise. He is very dis-satisfied with what he refers to as the "cheap junk accessory silencers". Through his influence, many of the motocross bikes that were in evidence were sporting welded-on Triumph mufflers and they were quiet. He is hoping the manufacturers will get together and produce some really quiet expansion chamber/silencer combinations...while they still have a place to ride.

(Results on page 28)

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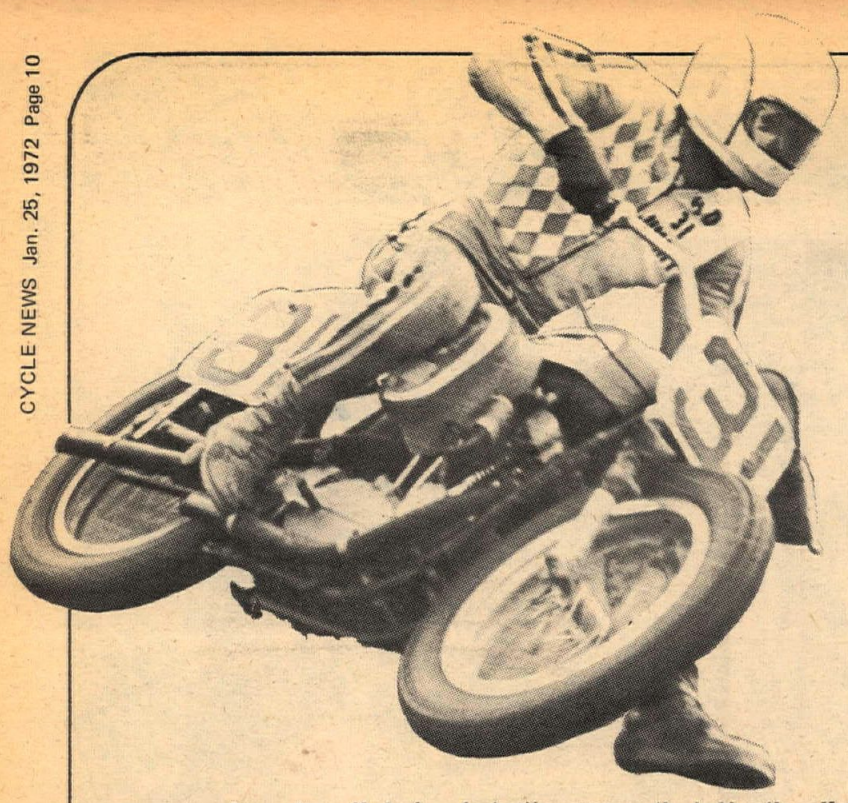


1970 National number 31 had a fantastic year on the half-mile, allowing only five professionals to beat him to the checkers.

By Cycle News Dixie Staff

You're sitting up in the grandstands where your eyes are just two more of many glued to that rough and dusty half-mile oval. Eight hot shoes are winging it around, but you can't take your eyes off that guy in front. Outa sight. While the other seven are holding back because of the bumps and pot holes, this one rider is all strung out as he skips over the rough spots, plays with the thin line that separates control from catastrophe and slings the rear end out as he balls through the turn at 80 blurred miles an hour. And to top it off, he's wearing these hot-pink leathers. Man, he's got to be one of the new breed motorcycle racers.

So, after the dust has settled and the trophy girl has gotten her award, you figure you'll just stroll over to the pits where those cooling engines are popping like crazy and meet this far out character. Maybe you can get into this big bike rap with him and everybody'll pile into the train of vans and off we'll go to some local dive for suds and bench racing.

By the time you push through the small group of fans, the only person who seems to be associated with that winning XR is standing there in blue jeans and a white undershirt sipping a coke. The pink leathers lie in a day-glowing heap in the back of a van.

"Where is he?" you ask.

"Who?"

Pointing to the leathers and the Harley simultaneously - "Him. The funky dude who rides this and wears those. The guy you're tuning for." The lanky country-boy-tuner flushes about the same color of pink as his leathers, and you, newcomer to the world of Southeastern half-miles, have just embarrassed Jimmy Maness, the flashy guy you just saw making his claim to a big chunk of that world.

The seeming inconsistency is almost too much. How can the hell-bent-for-victory, all-stops-out zappy racer of fifteen minutes ago and this...COUNTRIFIED, soft spoken kid be the same man. Wow, is it an undiscovered case of schizophrenia? Should we maybe call a shrink?

Perhaps. If you're really bent on it, you might be able to convince those white frocked guys that this really is an undiscovered case of schizophrenia. Jimmy himself will agree to part of that -- the undiscovered case part. But he intends to do something about that, too. In 1972, the fates willing, Jimmy Maness will become a discovered case, not mental problems or identity crises, but a discovered case of first rate motorcycle racing talent. And then, hopefully, those business-minded gents in far away Milwaukee will come down to chat with this racer about little essentials in the racing field like machines and parts and perhaps a little help getting to and from those scattered Nationals.

Jim decided a factory ride might be a real help to his racing career after the Atlanta National at Holiday Downs in April of 1970. He had bought himself a new XR that year and since the machine was fairly new and Harley had had little time to experiment, his bike was on an even par with those of the factory-sponsored riders. Before the race, Jim decided that he'd merely try to keep himself and the bike together and to finish as respectably as he could without getting in too deep. However, about the half-way point, he noticed he was gaining on the leaders and his bike could run with any of them out there. He got on the gas and moved up to fourth before the flag ended it all. Jim thinks he could've won it with a little more time.

Then came the Sunday after the Louisville National in 1972 when Bart Markel loaned Jimmy his Factory XR for that afternoon's race. Harley, over the past year had been experimenting and adding here and taking away there and the resulting XR was a bit more beefy than the stock model Jim had been riding. Just how much more juice Jim discovered as he blasted around the oval that day. When it was all over Jim handed Bart his bike and said quietly,"It's got twenty more horses than mine."

Like any other young man who had decided he wants to be a big-time factory rider, 28-year-old Jimmy Maness is familiar with the long and often discouraging road to the kind of prominence and proficiency that causes heads to nod among the men who pull the purse strings in manufacturer's racing departments. Along the curbs of that well-travelled road are the cuts, scrapes, bruises and broken bones that advertise the afternoon when somebody punched you down, you swerved to miss a fallen buddy, or you just rode too far over your head and it caught up with you. The road's also littered with helmets, face shields, gloves maybe a tattered pair of leathers, speeding tickets, gasoline tickets and gobs upon gobs of money in the form of twisted, worn and broken motorcycle parts. You win a warehouse full of trophies, occasionally some money, meet every racer buff in your region and you keep loadin' that tired bike and your hopes into the van every weekend and strike out for another roulette game across town or across the country.

Jimmy Maness swung a skinny right leg over a motorcycle in Augusta when he was sixteen years old. He liked it. But it was just a fun way to travel then. It wasn't going to interfere with the hours and hours he spent at a local skating rink polishing and repolishing his roller skating skills.

So, first he became a phenomenally good skater, then he started doing things like riding a unicycle seven miles at a stretch, and just to amuse himself and fill his spare time, he took to traveling to Alabama, his home state, and collecting trophies with his spunky little 125 Honda. A gradual switch ensued -- no longer did he think of riding motorcycles as a pleasant way to increase his balance for roller skating. Now he was skating and unicycling cross country to develop that gyroscopic sense he has that can keep him on his machine and in control in some of the hairiest flat track situations you ever hope to lay your eyes on.

Accordingly shy Jimmy Maness was crowned Southeastern States Champ of the 175cc class scrambles in 1966. He took the title with a win at Augusta's track and he did it on the same little Honda that had been reaping trophies as though they were wheat stalks at harvest time. Jimmy really had the bug now; a year before he had gotten his novice license and had been sporting number 61L on his Honda and the Sprint he'd started riding for Richard Sanders' Harley-Davidson dealership in Mobile, Ala. The string of victories and small, but significant titles (Gulf Coast Champ -1964, Alabama State Champ-1964 &'65) began to infect Jim with an irrepressible desire to be a real racer.

Talking with Jimmy you gather right away that national stardom and the chance to be a hero for aspiring racers and race groupies were not motivating forces in his decision to race. Nor was he lured into a professional commitment to racing by the fact that it's now possible to get rich riding motorcycles. Rather, Jimmy was drawn into racing by the same crass circumstance that, twisted some other way, might have made him a carpenter, mechanic or architect. Circumstances dumped Jimmy into cycle racing and somewhere deep inside there's that personality quirk that surfaced to drive him into serious motorcycle racing and a driving ambition to be one of the best.

It might seem, then, that once his mind was made up, there was little elso to do but race, race, race,- show up in enough places to win enough events with a flashy enough style and he's home free,well-known and loved racer-hero floating in adulation and big bills. But there are still obstacles and a big one for Jimmy came in the form of a "Greetings" from Uncle Sam in May of 1967.

Now some people let the Army really dominate their lives, but Jim's head just couldn't be bent around. He was a racer and apparently saw no reason why being a competent soldier should interfer with his being a more-than-competent racer. Consequently,the weekend passes that freed most of the G.I's to go into town and drink booze or relax freed Jimmy to buzz from Ft. Knox, Ky., to Augusta where he'd gather up his gear and take off to a race nearby.

After a tour in Viet Nam Jimmy was discharged from the service and was able once again to devote full time to racing. It had been five months since he'd raced when AMA Expert number 61L unloaded his bike and parts at the famous oval in Daytona. With a scant two weeks' practice, none of which was in actual competition, Jimmy recovered most of what the years had taught him and took a fourth in the Feature on Friday night. He backed that up Saturday night with a fifth place. Off his usual winning pace,but not bad considering the rust.

Jimmy had to work to support his habit. It's not that his getting out of the Army and two weeks later taking fourth place at Daytona's short track is the highlight, or even one of the highlights, of Jimmy's career. This guy has amassed over the years a string of victories and titles at some of the most prestigious tracks in the East. And to dirt track fans throughout the South, he's not much short of legendary. The veteran pros, riders who've been at it for years, who have ridden and won on nearly every significant track in the country and who have that godsend factory contract, know it when Jimmy's on the line with them - in 1970, the first year that Jimmy was able to be 100% racer with no side jobs or other major hassles, only five racers were able to take the checkers before him in the half-mile.

This past season was to have been "the one" for Jim. With plans of following the National circuit and spreading his reputation, Jim felt 1971 would see a contract with Harley-Davidson in the works. Things were looking good until June 18. That night, the night before the National at Terre Haute, Indiana,

Flashy broad-sliding on those bumpy tracks is a Maness trademark.

Maness Move

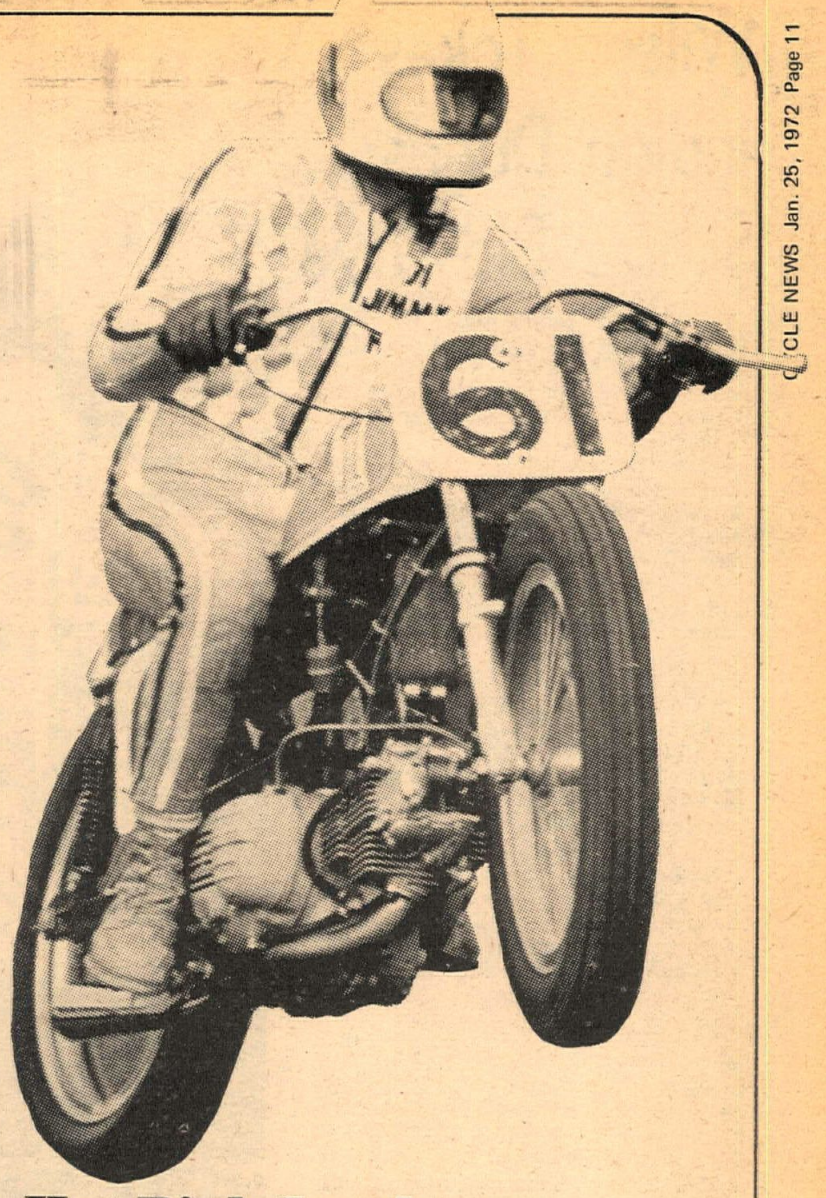
Jim went down on the half-mile in nearby Princeton, where he holds the track qualifying record. A crushed sternum laid him up in the hospital for 18 days. After another week of recupperating, Jim decided he was fit again so he packed off to Lavonia on the eighth of August to try and make up for his absence.

He added a few miles last year to that long, long road to the factory ride and the chance to really go all out. Along the way, he left the usual scrapes and fractures and a few more XR parts, but he picked up something, too. Along with the experience, he also gathered even more enthusiasm and determination.

He won't say much about it, but it'll show when he puts on those hot-pink leathers and wheels up to the line. Jim says he's going to do it in '72.

And if he does. . . .what then? Maybe he'll be one of those laughing, joking, devil-may-care Hollywood type Super Stars. But it's a metamorphosis we don't anticipate, for the simple reason that the real Jimmy Maness has already emerged. He's a racer.

Maness and friend load the trusty XR into the van for the long ride home.



In His Hot-Pink Leathers, Jimmy Maness And His Sprint Draw A Bead On That Elusive Factory Ride

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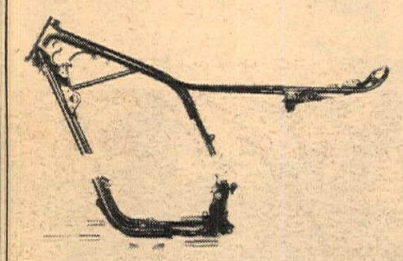

the ground, and adding approximately one inch to the wheel base. Some Suzooks and 'Sakis are also eligible for the treatment.
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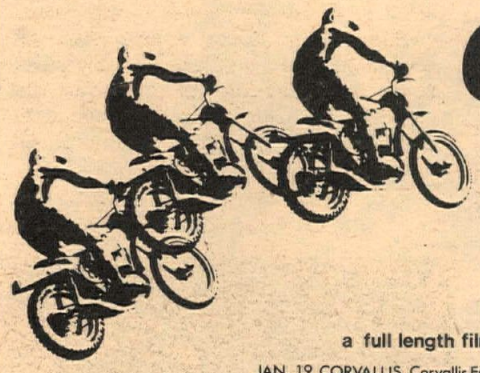

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4, 5 OAKLAND, Oakland Auditorium
9 MODESTO, Covell Modesto Theatre
10 MONTEREY, Fairground Exhibit Hall
12 FRESNO, Community Theatre 7&9p.m.
14 BAKERSFIELD, Ed. Center Auditorium
15 SANTA BARBARA, Lobero Theatre
16 thru 19, SANTA MONICA, Civic Auditorium
21, 22 PASADENA, Civic Auditorium
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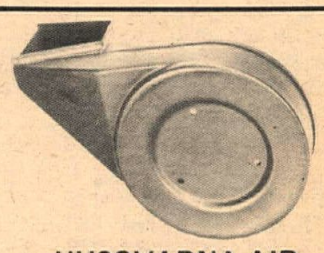

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Wilson Takes Indian Dunes; Schutz Bids Bye

By John Grout

VALENCIA, CAL., Jan. 16, 1972 – Jim Wilson buzzed his CZ to two straight wins – a total racing time of 40 minutes – during today's Open Senior contest at Indian Dunes Park.

In the first moto for the grouping, it was Wilson all of the way as he tossed dirt and other debris at Tim Hart (Mai), Bob Hershey (CZ), Jim West (Hus) and Gary Jones (Yam).

The second heat, however, was not quite so easy. Hart ducked in behind the leader, Wilson, while Hershey was running in the next spot and Jones was chipping away at West and a super-quick Jim Cooke, who was determined to put his CZ into Victory Lane.

Within five laps, Wilson and Hart, each pushing the other, had established an immense amount of open daylight between themselves and the rest of the Open crew. Then, on lap eight, Hart unleashed a fierce charge which he had hoped would carry him on to a win. But that's not what happened.

While bouncing through the sandy whoop-de-doos, Hart found himself with fantastic throttle action, but a terrain in which he just couldn't get it to the ground. More out of control than not, the Maico jockey got buried in the source of all of his problems by Hershey, Jones and West before he was finally able to get the machinery to full-bore once more.

The top National racer from the Trans-AMA series did, however, finish fourth, thereby salvaging an overall, first runner-up spot behind Wilson.

In the 250cc Senior slugfest, an event which marked West German rider Werner Schutz's final ride in America, Hart collected his revenge. In this one, he whipped Wilson, among others.

Hart gained the win in the first heat for the bunch. Schutz, Bill Payne (Tex Meyers' protege on a Maico), Wilson and AJS rattler, Doug Grant, finished far to the rear of the Maico marauder. But the second moto was hell on wheels.

The black flag came out at the conclusion of the first lap. Bill Payne had a broken foot; Dave Rodgers unloaded from his Bultaco, again tweaking his shoulder; Wayne Sullivan slid into the fence and had the air knocked from him; and the "Buena Park Bombshell," Tom Rapp, did a spectacular endo to end all endos, and was badly bruised in the process. And not one of the many accidents was related to any of the others.

Upon the restart of the heat, Schutz got the victory and a tie for the day's overall with Hart. Finishing behind the front two were Wilson, Ron DeSoto (Mai) and Eddie Cole (Bul).

Chuck Bower sailed his Penton to a 1-3 score in the two motos for the 125cc Seniors, while defeating Rapp (who also fell in the first heat for this division), Terry Clark on the Harley, Ken Zahrt, who was the 1971 Indian Dunes Senior champion, and Newhall's Steve Merkel, who was mounted on still another Bultaco.

Art McNamee (Mon), Paul Clark (Mon) and J.L. Siebrandt (Gre) were all winners for the three classes of Old-Timers.

Junior-ranked victors were: Kerry Beaman (Yam) 100cc; Randy Stubbs (Bul) and John Fenton (Pen) 125cc; Jim Cunningham (CZ) and Dick Nolte (CZ) 250cc; and Jerry Beaman (CZ) Open class.

Photo by Racing Photos

Playing for keeps at Shadow Glen.

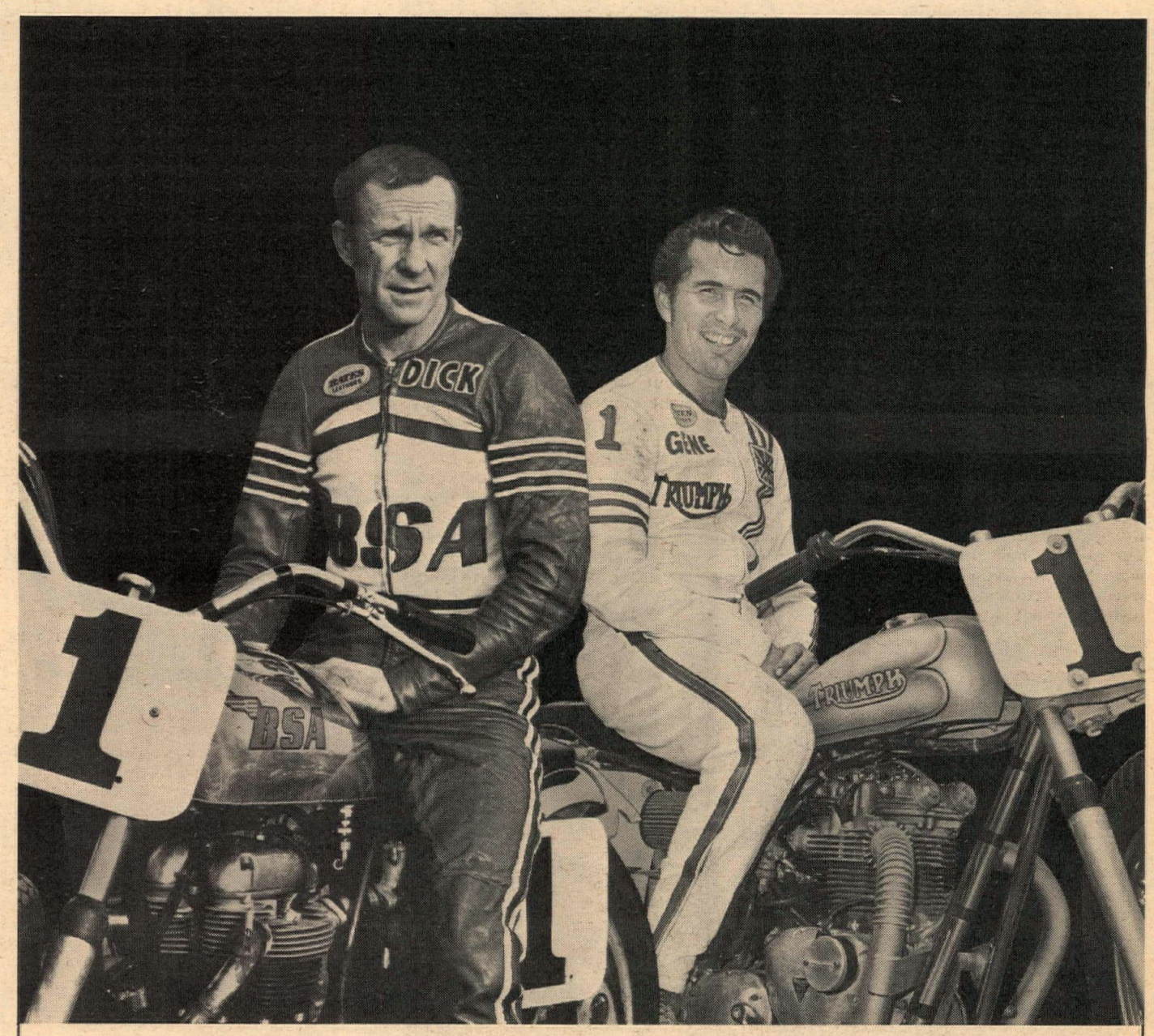
ALL-JUNIOR MX AT ESCAPE COUNTRY; HELP IS ON THE WAY, DANNY

The Off-Cambers M.C. of San Clemente, Calif., is hosting an All-Junior Benefit Motocross February 6 at Escape Country.

All proceeds for the motocross will go to a local youngster, Danny Jones. Danny has already had three major open-heart surgeries and the needed money is hard to come by anymore.

To entice entries, the Off-Cambers are giving a number of goodies including a minibike, some helmets, silencers, and a $50 gift certificate.

For more information, call (714) 831-1621 or (714) 496-4627 or check the Calendar.



HOW CAN ONE COMPANY HAVE TWO NUMBER ONES?

A message from Denis McCormack, President of The Birmingham Small Arms Company, Inc.

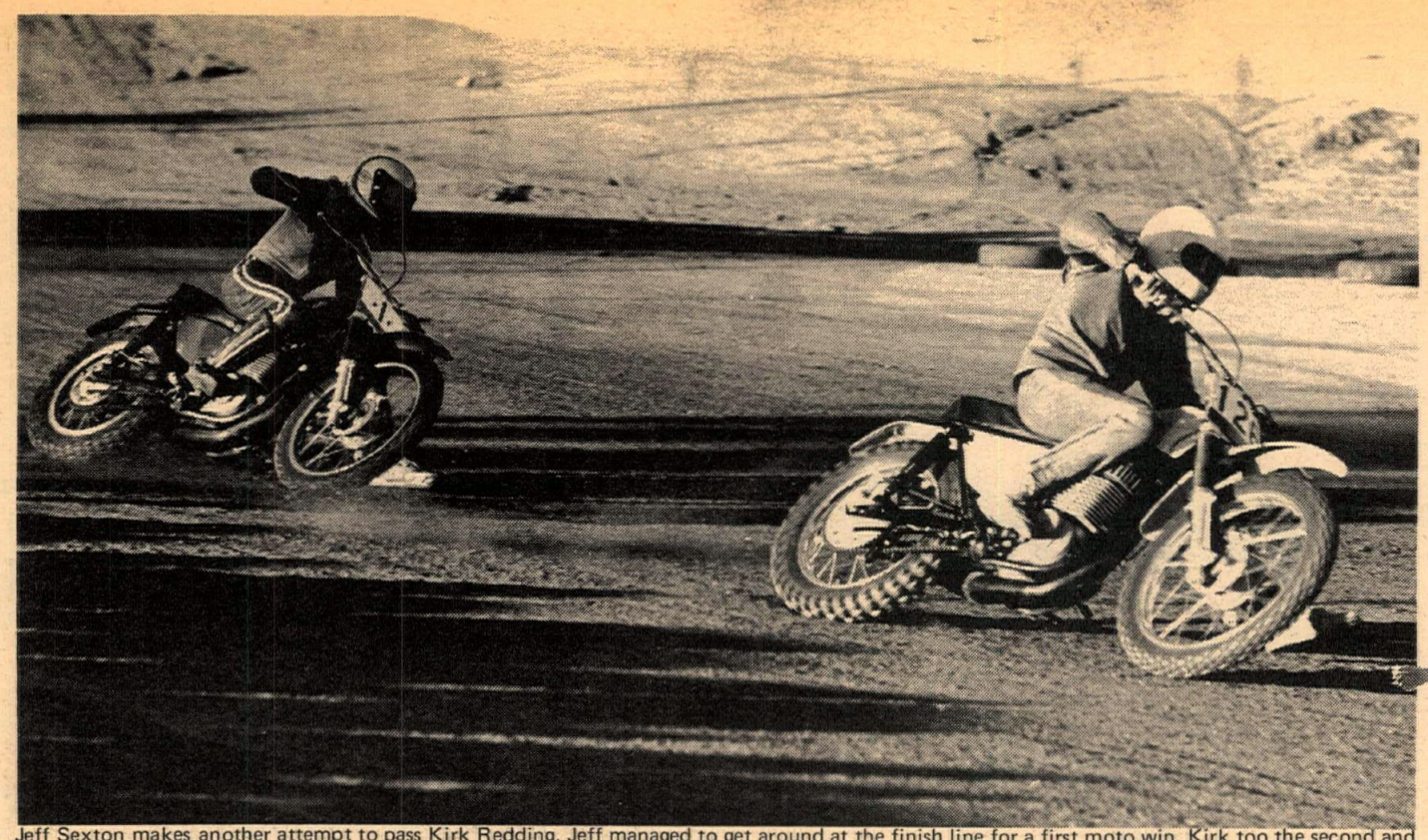
Gene Romero earned the right to display the coveted No. 1 in 1971 by winning the AMA Grand National Championship. He did this riding Triumph motorcycles. Now, Dick Mann has captured No. 1 for 1972 by winning the AMA National Championship for BSA. Both Triumph and BSA are divisions of The Birmingham Small Arms Company, which makes us No. 1 in motorcycling two years in a row. And for the second year in a row, America's top four winners rode BSA or Triumph.

Any company that can do this must have some special know-how, must be making motorcycles of extraordinary power, unusual reliability and superb handling characteristics. Such a company can be expected to keep coming up with winners on the track or off in the future.

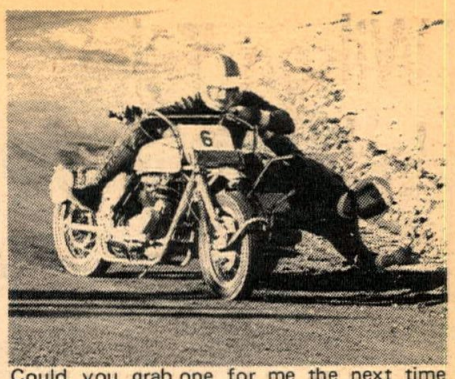
We suggest that whether you are a dealer or a rider, it would be wise to consider this when you think of motorcycles.

Sincerely,

Denis McCormack, President
The Birmingham Small Arms Company, Inc.



Jeff Sexton makes another attempt to pass Kirk Redding. Jeff managed to get around at the finish line for a first moto win. Kirk too the second and Sexton took overall.



Could you grab one for me the next time 'round?

Side hacks seem to generate a very real enthusiasm.

1,000 THRILL TO TT SCRAMBLES AT PERRIS

By Ed Drechsler

PERRIS, CAL., Jan. 16, 1972 – Side hacks, 17 of them. Riders, 316 of them. Spectators, more than 700 of them. It all tallied up to the largest D-37 TT point race held at the Perris Motorcycle Recreation Center in more than five years. The job of putting the rest of the day together fell to the promoting club, the Lightweights M.C. with cooperation from track owner Jerry Burton. Jerry is an old hand at doing these things, but the Lightweights M.C. is a very new club with not too many point runs under their belt.

As it turned out, they didn't need any help as they ran the record number of competitors through their events in a little over seven hours. Jerry took advantage of a few breaks to re-surface the track.

When we got there in the morning the track looked like Van Buren Blvd. without the Botts Dots. The track is wide enough at even the narrowest point to allow three side hacks to charge into it side by side and still have room to make minor mid-course corrections. The speeds which the track saw today were beyond imagination. Many riders were seen scurrying around looking for higher gearing. One thing is for sure, to ride this track and win, you need a fast machine and enough hair to turn the throttle all the way on.

The starting system used is somewhat unique, and once it was gotten used to cause a minimum of problems. Starting sequence is from a flashing red light to a constant yellow to a green. First time out a few riders had a tendency to go on the yellow.

Well, it was Scott Smith and Bob Hosford in the 125 Expert motos. Scott sailed to exciting wins with T & O Yamaha team rider and Number 1 Lightweight Hosford in hot pursuit. John Rice, who was out of work early last week with an injured ankle suffered at Adelanto, stuck his foot into a hole during the second moto and was forced to sit out the remainder of the Lightweight contest. Later in the day, John rode his Maico in the 500 Expert moto but it was apparent that something was bothering him.

Jeff Coleman jumped to the lead of the second 100 Expert moto and held it through the sweeper into the Big S. He hit a soft spot or something and started to high side. His entire body lifted away from the machine. In this awkward position he managed to save the bike but had trouble coming down. He landed on the ground to the right of the bike, but still had both hands on the grips. Forward momentum dragged him to his knees and along with the bike for several feet. Jeff was not about to let go as he felt he could save it. Riders were dodging both to the right and left of him. Just when it seemed that he could save it another 100cc'er slid into him, knocking his feet out from under him and messing up the whole thing.

Only two Powder Puffers showed up with their bikes today (not enough to make a class) so they decided to ride with the boys. Debbi Jones made the 100 Novice Main Event and Pam Bales made third in the 125 Amateur class.

Charles Soderstrom rode his 200 Ossa like it was a JAP or Jawa. His ability to take a class C bike and ride it class A is somewhat overwhelming. Charles rode to a commanding lead over rival 200 Experts.

Bob Hosford and Steve Nichols grabbed 250 Expert heat wins. Steve secured a lead in the Main Event to which he was not about to let go. Danny Hockie made a valiant effort to get him, but Steve came across the finish line so fast that I was unable to get a picture of him. Hosford went down during practice and sheared the front hub. He rode and won the heat race but finished behind the likes of Nichols, Hockie and Gann in the Main.

Side Hacks? Two classes of hacks. Bet that's all the hacks in the whole Side Hack Association. Maybe in the whole U.S. of A. What can you say. When the hacks run, everyone stops what they're doing and watches. The 500cc Main provided thrill a minute action with lead changes and tight action through the race. For the first time that I can remember, Whal and Hudspith were second best. The team of Parti and Jamison hung in there to win it with Bell and Bellows thundering in for third.

The hack 650 Main saw Person and Darby on a Kawasaki powered sled capture the win with an outstanding exhibition of teamwork.

Feature race of the day has to go to the 500cc Expert division. From the beginning it seemed to be between Redding and Sexton. Kirk Redding won the same class two weeks ago at Elsinore (C.N. erroniously reported Vic Hannon winning that one) and looked like he could do it again.

First moto and they're off. Sexton is after Redding but Kirk seems to be too fast. Jeff charged out of the pack and in no time is right on Kirk's heels. Kirk fends off attack after attack to maintain the lead right into the final straight where Jeff charges by for the win.

Second moto and they're off. Sexton is again after Redding. It's Maico after Maico. Jeff starts to close and on the white flag lap it looks like he can do it. As they come out of the final sweeper down the straight; it's Redding in total command with Sexton putting across for an easy second while fiddling with his clutch controls.

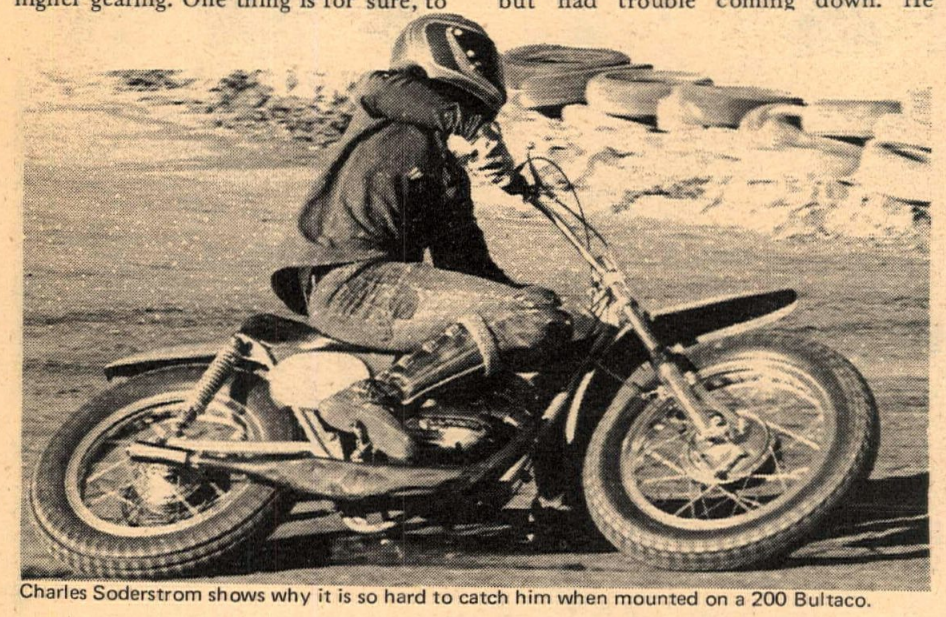
It's the third and final moto with Jeff and Kirk tied for the lead. They're off, Redding grabbs the jump and leads out of the sweeper when he starts to go over the high side. Sexton slips under him. Redding, somehow save it and falls in with the pack. Jeff rides like a man possessed. He rides with his feet on the pegs as much as possible and when he slides he seems to transfer the weight to the rear tire and drives even harder. He goes faster and faster. Kirk is out of the pack and after Jeff but there's no way. Jeff wins the third moto and the 500 Expert class overall.

The lights came on during the final laps of the Open Novice, third moto, and the Open Expert third moto was the only race to be completely run under the lights.

The track was the fastest I have ever seen it, the riders were neat guys (and girls) and the Lightweight M.C. did a good job. What more can one ask for?

The Lightweight M.C. report that the sidehacks will be more than welcome at all five rough scrambles to be held at Adelanto next month. Also, they need six or more Powder Puffers to make a class. The Adelanto course is really not that hard.

(Results on page 28)



Charles Soderstrom shows why it is so hard to catch him when mounted on a 200 Bultaco.

Scott Smith blasts into the sweeper with Bob Hosford hot on his heels. The remainder of the pack tries in vain to catch the high flying duo.

100cc Experts caught in the act of releasing their clutches as the green light flashes.

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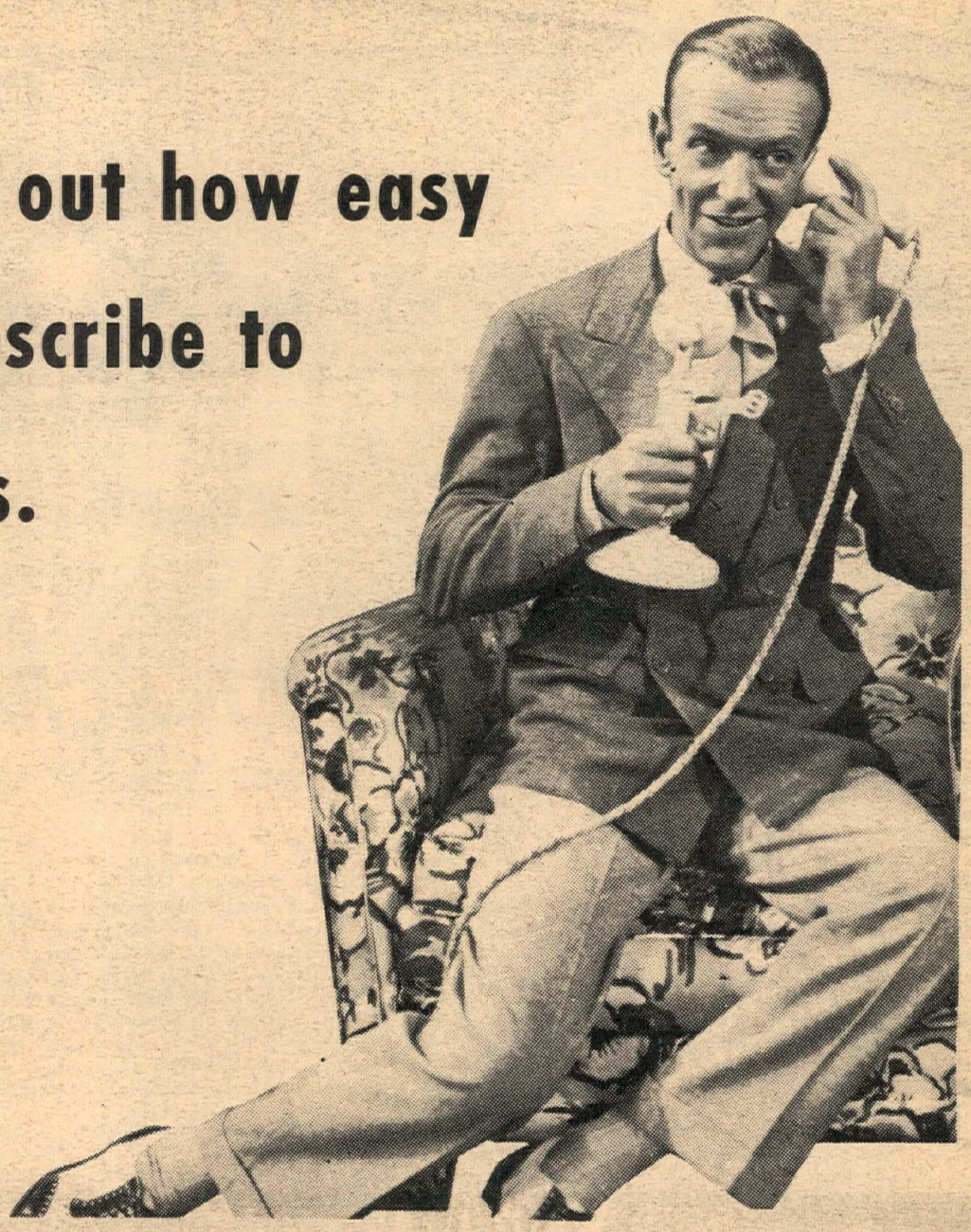

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Jon Van Dellen plays The Lone Ranger unwittingly.

DeSoto Sits on Lion

By Buzz Baty

WILMINGTON, CAL., Jan. 14, 1972 – As the headline says, John DeSoto did sit on the lion, twisted his tail – flicked his nose, and rode him to a standstill. The Aloha Kid proved to a full house of riders and spectators that he is indeed "Billy the Kid" of SoCal motocrossers.

John won all three of the 500 Expert motos with such ease, and with so much style that if there were any unitiated fans or riders watching, they have to think that motocross is an easy gig.

The pattern for each moto was identical, DeSoto working for the lead into the first turn, Tim Hart and Bill Payne staying close for the first lap, then DeSoto would open a huge gap between himself and Hart, with Hart doing much the same to Payne. Hart and Payne did try, they gave it all they had until it was obvious that DeSoto wasn't going to pull any strange numbers.

When it became clear that they were going to finish second and third, Hart and Payne decided to enjoy themselves. When they were close they rode the groove, but when it opened up, it was showboat time, and to be real honest, the show put on by Hart and Payne was a joy to watch. Wheelies out of the turns, big, wide, long power slides at the wide starting line turn, throwing huge rooster tails at the pit fence spectators. DeSoto had 'em beat, but that didn't stop them from having some fun; ain't that what it's all about?

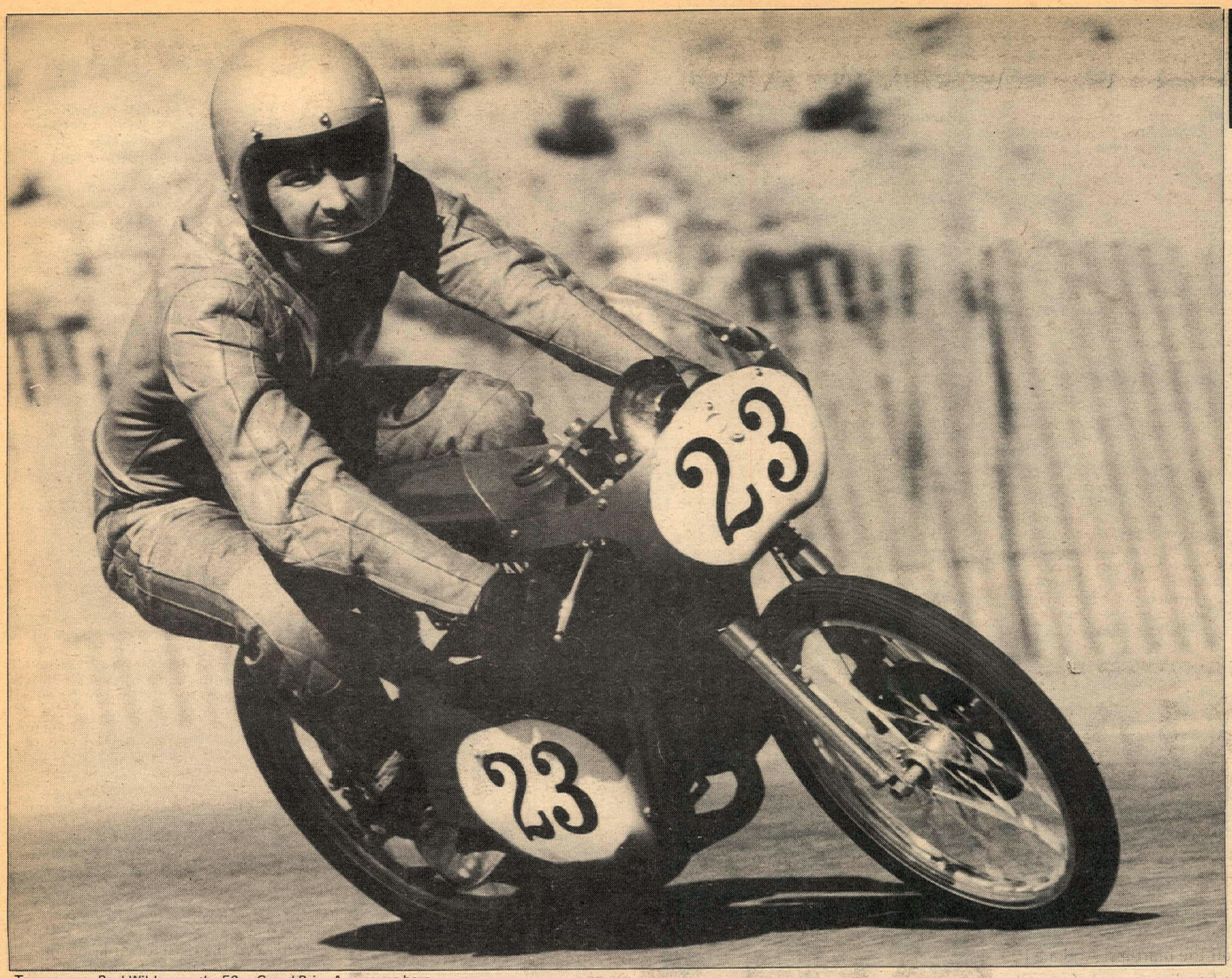
The hottest class of the night was the 125 Expert. Chuck Bower, who hadn't beaten Tom Rapp until last week at El Toro, did it again tonight. But it wasn't Rapp who gave Chuck a hard way to go, it was Dave Rodgers and his Bultaco. The first moto saw Bowers push his Penton to the front on a real hole shot off the starting gate, but Rogers stayed within handshaking distance all the way to the checkered flag.

Bowers thought that the first start was so good, that he tried it again in the second moto, he pulled it off and had a good lead out of the first turn but two unidentified riders bit the dust behind the first five. When they couldn't get the track cleared, the race was stopped and restarted. On the restart Rodgers and Bowers hit the first turn like a pair of Siamese twins, but coming off the corner, Rodgers got a bite that was outtasight and grabbed a 30-yard lead. Bowers managed to get alongside of Rodgers a few times but couldn't get past. Coming into the last moto, it was tied at a win and a second place for both Bill and Chuck.

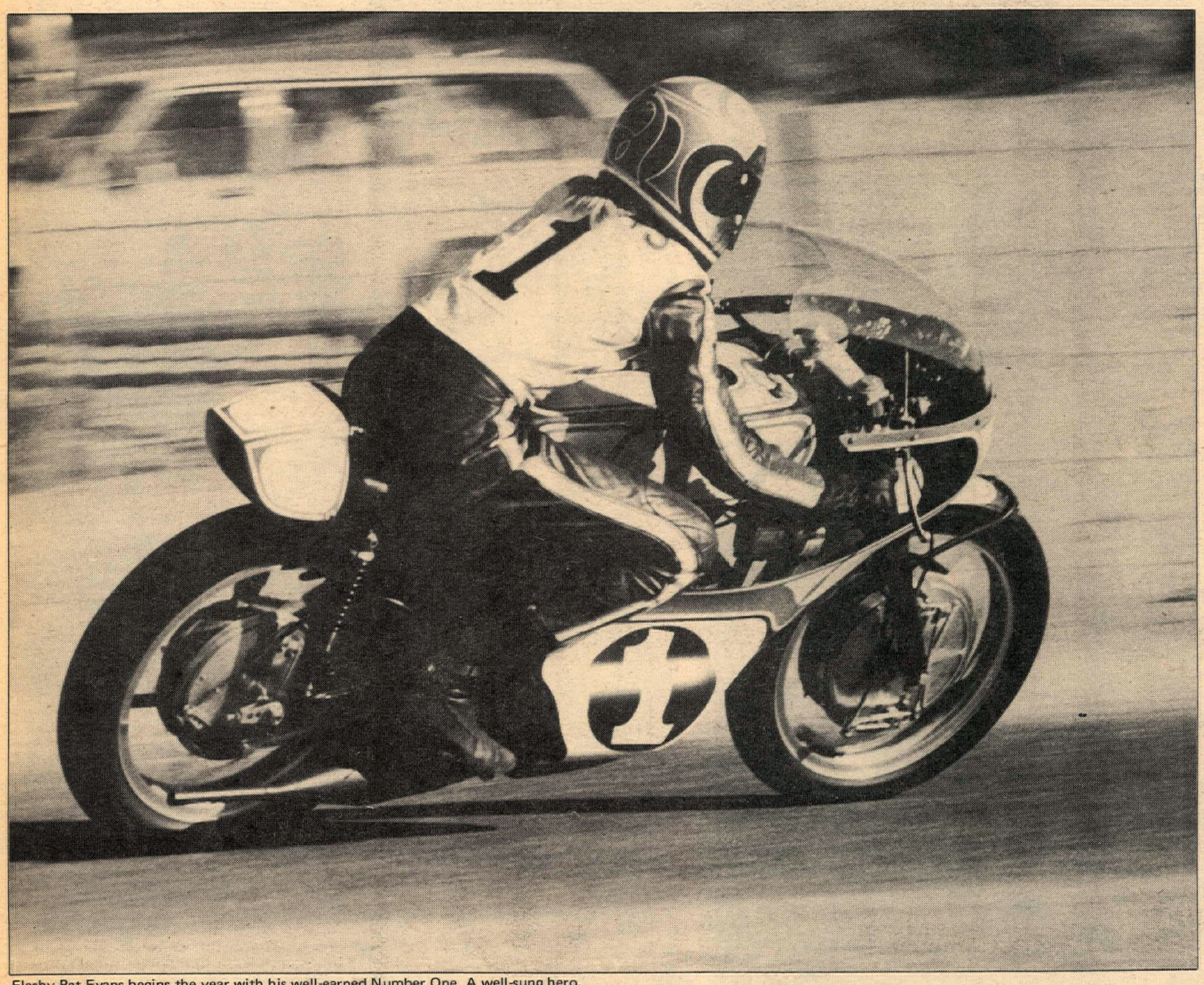
(Results on page 28)

Multi-Bultaco rider Tom Rapp displays absolute control.

John DeSoto won three motos at Lions and won three more Sunday at Saddleback



Teacup racer Paul Wilde won the 50cc Grand Prix. An unsung hero.



Flashy Pat Evans begins the year with his well-earned Number One. A well-sung hero.

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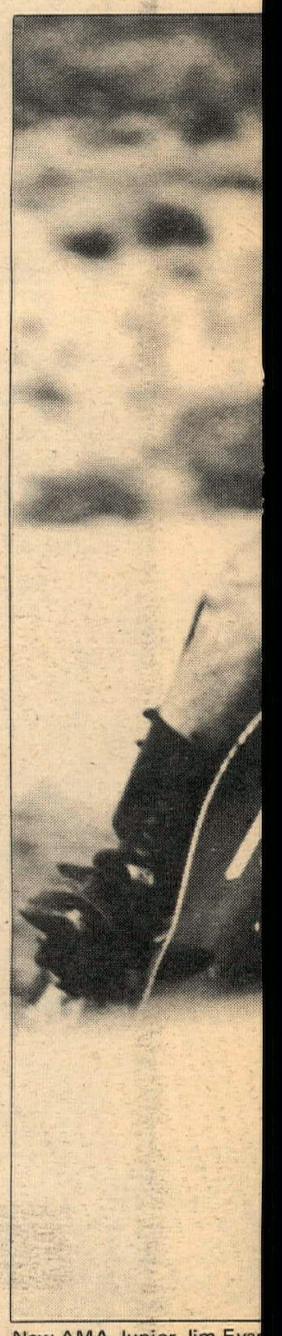


New AMA Junior Jim Eva
The bottom portion of thi

Troy Sees ST Prep

SOUTH GATE, CAL., Jan. 13, 1972 — Many of the names and faces are the same at Trojan Speedway, but the Trojan Renegade riders are still a different contingent of competitors compared to last year. Today, they are one year older with hard-won experience.

Two of the most outstanding riders to date are four-time champion Bob Sanders and Dan Corbett who are responsible for some of the hottest two-rider duels seen on the fifth-mile clay oval. Of the last twelve main events, Sanders has accounted for nine and Corbett for three.

In tonight's action, Corbett won both the 250 TT and F.T. Main Events in a breeze, while Sanders, although winning four features, had all he could handle in scoring his victories over his top rival, Tom Doty (Hon) in both 125 TT and F.T. Mains, and was hard pressed in the 100 TT Main by Steve Okuda (Kaw).

Even an impartial spectator would have to rate tonight's action as some of the best in short-track competition, even to the extent of forgetting about the chilling nights in South Gate.

While Corbett was busy winning the 10-lap features, Ron Powell of Palmdale, a former track champion who is using these events to sharpen his reflexes before flying to Houston, Texas to compete at the Astrodome January 28 and 29, was in the process of finding out just how tough this bunch of riders can be to beat. In the 250 TT Main, Powell held second position for six laps before over-shooting the second dog-leg while under pressure by defending champion, Rick Goade (Bul), and Sanders (Kaw). Dropping back to fourth, Powell hit the dirt on the eighth lap in the second corner while attempting to make up lost ground. At the checkered it was Corbett (Bul), Goade, Sanders, Joe Brown (Bul), and Powell (Bul).

The 250 F.T. Main saw Corbett going for the win wire-to-wire, but the real race was for second position as first Mark Revels held the spot for five laps before having to give ground to Goade on the sixth lap. Starting off in fourth position at the drop of the starting flag, Goade, using every form that carried him to last year's 250 championship, had to overcome a much inspired Sanders as both riders exchanged positions in a royal battle for the runner-up spot. In the thick of this private battle (or maybe not so private), was Revels (Bul) and Powell (Bul). The final outcome of this thriller was Corbett, Goade, Sanders, Revels, and Powell.

(Results on page 28)

Troy: Sanders 6, Corbett 1

SOUTH GATE, CAL., Jan. 6, 1972 — Some of the best racing duels at Trojan Speedway are becoming a tradition between last year's four-time champion, Bob Sanders of Whittier, and Downey's Dan Corbett. Thursday night was no exception when Sanders' spectacular performances resulted in a near clean sweep of all Main Event action while Corbett, playing the role of the spoiler, upset Sanders in the 125 TT feature after a see-saw battle right down to the wire.

It was one of those typical Bob Sanders' nights when the Whittier Flash could do no wrong as the mod-looking California High School student, whose brief career has already carried him to numerous championships, chalked his biggest win of the night in the 250 TT Main by defeating defending champion Rick Goade. Sanders and his T & R Ind. Kawasaki were forced to go all-out in one of his rare appearances in the 250 class in turning back the best challenges of Goade (Bul), Nick Voge (Bul), Ronnie Hannah (Bul), and Joe Brown (Bul), as they crossed the finish line in that respective order.

In 250 F.T. Main Event action, Sanders' class proved just too much for the likes of top riders Jamey Blunt (Oss), Goade (Bul), Mark Revels (Bul), and Voge (Bul), who were unable to avoid Sanders' Kawasaki's dirt and fumes all the way to the checkered flag.

The 100 TT Main saw Sanders outdistance Corbett (Kaw), an up-and-coming Junior rider, little Charles Summers (Kaw) for top honors, but Corbett, refusing to play second fiddle in the 125 TT Main after battling Sanders every inch of the way, came back to win in a big way.

Besides his five big Main Event wins, Sanders was also the big gun in scoring a victory in the 250 F.T. trophy dash.

(Results on page 32)

OMO CREW MONOPOLIZES BAY MARE

By Art Cox

MOORPARK, CAL., Jan. 16, 1972 — A regular day of motocross produced plenty of action for both specators and participants. Three 20-minute motos per class gave the riders plenty of time for on track physical conditioning.

With the Junior (Novice) riders competing for trophies the 100cc class was easily won by a very consistent rider, Steve Pinneri, on a Hodaka with a 1, 2, 1. Second place overall was Bruce Ganson (Hon).

Riding on a very fast Rickman sponsored by Omo Cycle Sales in Ventura, Jim Byrd ran away with the first place 125cc Junior honors with a 1, 2, 2.

With the Seniors being paid to the first three places overall, Jim Dawson (Yam) took the lead during the first 125cc Senior moto and started to stretch it out when he blew a tire forcing him out of the money. This allowed Ray Byers on a Penton to take first checkered in this moto. Taking a second in the first moto, Yamaha tamer, Tom Grant managed a first in the next two motos to take first overall. Byers, also riding for Omo, finished second overall with Yamaha jockey, Johnny Grant winning the 125 Senior third spot.

The largest class, entry wise, the 250cc Juniors, produced another fine consistent rider, Ken Janson (CZ) who finished with a 1, 2, 1 to take the first overall trophy. Randy Schmitz (Yam) grabbed second.

Mr. Ossa, Dave Pessy, after grabbing the lead in the 250 Senior class first moto, seized his engine and had to call it quits for the day. Taking over first spot, Mark Cook (Bul) shot out in front of the pack to take first in this moto. Cook also won the next two for the overall. Frank Mathews, who came in second in all three motos, gave Cook some stiff competition during the third round by staying on his tail for the whole period. Steve Muehler (CZ) and Randy Berkeley (Mai) tied for third.

With 18 riders competing, the Open Junior class overall winner was Geoff Pelhar (Bul). Bill Kelly (Hus), another Omo sponsored rider, wound up with a second overall.

The biggest and usually the most exciting event of the day is the Open Senior class. Today was no exception. During the first moto, a fierce battle developed between two fine riders, Joe Irwin (Mai) and Joe Veillon (Hus). After switching positions several times, Irwin came down off the start hill jump in three pieces. He wasn't injured but his bike split in half. It was some sight to watch a dazzled Irwin pick himself up, look around to see what caused his spill and then notice that he had two unicycles on the track. Joe Veillon, also Omo sponsored, captured the first place overall Senior cash. Gary Martin (CZ) pocketed second money with Mike Brown (CZ) taking third.

Next weekend at Bay Mare there will be an "All Junior (Novice) Day" of motocross. Riders will be divided into two divisions per class; under 5 races experience and over 5 with 50% large trophies awarded. Also next weekend there will be a Challenge Race. A fine racing enthusiast for many years, C. Friday, who has been with the AMA since 1938, has challenged anyone over the age of 60 to a race. Bay Mare will award $20 to the winner of this event. Bike size will be limited to 100cc. Any takers?

(Results on page 28)

$100 POST AWARD

In the Sportsmans Riders Association 1st Fun Run Enduro at California City, Dec. 5th, Larry Bornhurst's Kawasaki 350 Bighorn picked up all the marbles. And a $100 merchandise award from the L.A. Area Kawasaki Dealers Association.

Topping 685 entries, Larry (43 years old) packed all his 190 pounds on his box-stock Bighorn. Even the muffler was strictly standard. Only the handlebars were changed.

Also competing in what was sure no cherry-pickin' event, were Malcolm Smith and the entire CEA Club, promoters of the Last Chance Enduro. Larry joins George Walker and Jim Sovie as recent post-award winners on Kawasaki Bighorns.

Big Old Larry Bornhurst Wins Big on a Bighorn.

Then there's the winning tale of Bobby Sanders, 1971 District 37 TT Expert champ on his 100cc Kawasaki Centurion. For his performance, Bob received a $5,000 merchandise award from L.A. Kawasaki Dealers Association. Using part of that loot, he's now into the 250cc class aboard a Kawasaki F81-M. (Bob didn't waste any time getting the feel of it — first two times out, he copped 1st finishes in both the TT and Flat-Track, South Gate Raceway, Jan. 6)

So the moral of our story is, not only can a 43-year-old family man like Larry Bornhurst find happiness among the hotshoes on a Kawasaki Bighorn — almost anybody can. And the winning K-men get even more reward than a hot ride on a great bike.

Support Your Local Bighorn Winners! (We are.)

Los Angeles Area Kawasaki Dealers Association - Bob Nelson, President.

Phone (213)285-9494.

Kawasaki

KAWASAKI DEALERS ASSOCIATION

1972 District 37 Heavyweight Desert Standings

PULL OUT AND SAVE

1972	Name	Points	Cl.
1.	J. N. Roberts	2950	E
2.	Richard Thorwaldson	2800	E
3.	Tom Muto	2180	E
4.	Bill Bogner	2160	E
5.	George Walker	2140	E
6.	John Knebel	1850	E
7.	Art Knapp	1800	E
8.	William Saltzman	1695	E
9.	Morris Norman	1686	E
10.	Mike Patrick	1645	E
11.	Charles Curnutt	1535	E
12.	Whitey Martino	1470	E
13.	Ralph Garrett	1339	E
14.	Richard Kendall	1310	E
15.	Jerry Jones	1215	E
16.	Dean Hammonds	1210	E
17.	Dick Breker	1170	E
18.	Tom Clodt	1158	A
19.	Terry Davis	1117	E
20.	Jim Sovie	1115	A
21.	LeRoy Davis	1115	A
22.	Rolla Teneyck	1104	E
23.	Bill Walters	1094	E
24.	Paul Crawford	1047	E
25.	Bruce Dunford	1010	E
26.	Whitey Gregory	1010	E
27.	Danny Kline	975	E
28.	Gene Smith	940	E
29.	Jim Erickson	928	E
30.	Jack Byers	899	E
31.	Mark Wright	889	A
32.	Gus Paull	879	A
33.	Ron Hall	860	E
34.	William Waters	839	E
35.	Mike McCoy	826	E
36.	Joe Krogstad	805	A
37.	Richard Richardson	796	A
38.	Robert Johnson	792	A
39.	Robert Johnson	792	A
40.	Tim Cotes	772	A
41.	Bob Kaskel	767	E
42.	Gene Kicenski	745	A
43.	Jack Orndoff	743	A
44.	David Hernandez	741	E
45.	Frank Russo	736	E
46.	Dennis Scammell	732	A
47.	Peter Colbert	719	A
48.	Woody Schamel	699	A
49.	Forrest Wright	685	A
50.	Joseph Kulek	675	E
51.	Ron Jones	660	E
52.	Ed Farrell	656	E
53.	Robert Anglin	656	A
54.	Ezra Young	651	A
55.	Arvie Blackstone	645	A
56.	John Gaetz	644	E
57.	David Neidhart	641	A
58.	A. C. Bakken	630	A
59.	Dick Miller	605	E
60.	Mike Mulconery	595	E
61.	R. R. Russell	591	A
62.	Ken Weston	589	A
63.	Marty Dahlquist	587	E
64.	Dale Newton	584	A
65.	Eugene Cannady	580	E
66.	Jerry Skipper	561	A
67.	Dick Gilman	552	E
68.	Curt Gibson	547	E
69.	James Drake	545	A
70.	Ron Dugan	540	A
71.	Larry Mahoney	530	E
72.	Bruce Lewellyn	525	E
73.	Dale Teubner	521	A
74.	Albert Drake	520	A
75.	Ron Griewe	518	E
76.	Jerry Kopp	517	A
77.	Robert Phillips	515	A
78.	Gene Weller	499	A
79.	John Taylor	490	A
80.	Howard Utsey	490	E
81.	Harold Mortensen	482	E
82.	Jeff Kirk	481	A
83.	Noel Cobbs	476	E
84.	Arnold Adkison	476	A
85.	Ron Payseur	474	A
86.	Corky Behrle	472	A
87.	William Cavin		A
88.	Sam Burg	440	E
89.	Wayne Roach	437	A
90.	Steve Holladay	435	A
91.	Mike Hinshaw	430	A
92.	James Hill	428	A
93.	Lloyd Cox	426	A
94.	Hoyt Statham	426	E
95.	Tom Smith	420	E
96.	Norman Jones	411	E
97.	Keith Starforth	396	A
98.	Duffy Hambleton	395	E
99.	Jim Ahlefeld	391	A
100.	Bob Van Ark	377	A
101.	Stanley Baldwin	376	A
102.	Jim McClurg	373	E
103.	Ken Booth	372	A
104.	Hugh Woods	371	A
105.	William Cambell	369	N
106.	Greg Winkel	367	A
107.	Craig Williams	365	A
108.	Ray Spraggins	363	A
109.	Eddie Sanches	355	N
110.	Gary Cole	354	E
111.	Marty Reider	353	A
112.	Roger Riddell	344	A
113.	Tim Johnson	343	N
114.	Richard O'Neal	341	A
115.	Scott Perrin	338	N
116.	David Gruver	333	A
117.	Jack Myrick	330	N
118.	Floyd Burk Sr.	327	E
119.	Byron Davenport	326	N
120.	Fred Boyles	326	A
121.	Jack Perrin	325	N
122.	David Diaz	324	N
123.	Barry Bubar	324	E
124.	David Santoy	324	A
125.	Jerry Standefer	323	A
126.	Walt Hopson	322	A
127.	Kenneth Pasley	321	A
128.	Paul Coffman	312	A
129.	Tom Center	312	E
130.	Bill Ocheltree	312	A
131.	Travis Currie	312	A
132.	Rex Coday	306	A
133.	Larry Luse	299	A
134.	Tom Garner	295	N
135.	Richard Phillips	294	A
136.	Tom Zarp	288	A
137.	James Wells	187	N
138.	Bill Smart	286	N
139.	Gene Dempsey	285	E
140.	John Bailey	285	E
141.	Leon Graves	281	A
142.	Ken Markling	281	A
143.	Robert Doig	280	A
144.	Fred Graef	274	A
145.	Jim Ryel	268	N
146.	Bill Eisele	266	N
147.	Daniel Wilborn	265	N
148.	Mike Jackson	264	A
149.	Clyde Litton	262	N
150.	Glenn Bowen	260	A
151.	Jon Thomas	260	E
152.	Jim Vissering	157	A
153.	Curtis Willis	250	A
154.	David Kersting	249	A
155.	Jim LaBrose	247	A
156.	Al Nunnaly	243	A
157.	Richard Eddy	242	A
158.	Mack Moffat	237	N
159.	George Alguire	235	E
160.	Butch Broman	226	A
161.	Walter Boysha	225	N
162.	Melvin Struble	225	N
163.	John Wright	220	N
164.	Bob Foxworth	219	A
165.	Bill Maddox	216	A
166.	Clete Hruska	215	A
167.	Bill Biscoe	215	E
168.	Wally Cssperson	211	E
169.	Steve Kirk	210	E
170.	Bob Riley	210	E
171.	James Bringhurst	210	A
172.	Ken Frost	208	N
173.	Homer Flora	207	N
174.	Mickey Freeny	205	E
175½	Kookie	204½	E
175.	John McCown	204	N
176.	Roy Fellows	201	N
177.	John McCord	197	N
178.	Bob Brownell	195	A
179.	Arden Schug	190	A
180.	Ray Caselli	190	N
181.	Bud Feldkamp	189	A
182.	James Thomas	185	N
183.	Robert Anglen	184	N
184.	Arthur Bartle	183	N
185.	Phillip Mailloux	180	N
186.	Bob Vessey	180	N
187.	Scott Freeman	180	N
188.	Mike Marsh	179	N
189.	Ira Mahoney	177	E
190.	Richard Smith	176	N
191.	Donald Bombarier	174	N
192.	Timothy Walke	172	N
193.	E. G. Segler	170	A
194.	Eugene Bragg	168	N
195.	Chuck Alexander	166	N
196.	Robert Green	165	N
197.	Ronald Bowman	163	N
198.	Dan Reynolds	162	N
199.	Lanny Lehigh	162	A
200.	Donald Teeters	162	A
201.	John Levrett	160	N
202.	Charles Stayton	160	N
203.	Gary Griffin	159	N
204.	Doyle Fields	156	E
205.	Fred Dannenfelzer	156	E
206.	Donk Houser	153	E
207.	Doug Douglas	152	A
208.	Jerry Sutton	152	A
209.	Max Switzer	150	E
210.	Larry Wilson	147	N
211.	Chester Helchel	143	N
212.	Donald Dunning	140	N
213.	Ralph Duarte	140	N
214.	Don Finley	139	A
215.	Greg Symonds	138	N
216.	Bruce McCord	135	A
217.	Jack Cothran	135	A
218.	Ron Lambert	135	A
219.	Blaise Dahlquist	135	N
220.	Mathew Arcelus	135	N
221.	Dennis Keefe	135	E
222.	Kevin Porter	135	N
223.	Ed Williamson	132	N
224.	Ron Wilson	130	E
225.	Jimmy Thomas	130	A
226.	Doug Loftin	127	A
227.	Gene Beattie	123	N
228.	John Wilson	126	N
229.	Don Torgeson	125	N
230.	Chuck Sugar	125	N
231.	Ron Sloan	125	E
232.	Phil Haskell	125	N
233.	Jerry Perkins	125	E
234.	Ron Olinger	124	N
235.	John Pomo	121	N
236.	James Bsrnes	120	N
237.	Scott Esteran	120	N
238.	Denby Dailey	119	E
239.	Joe Flores	118	A
240.	Gene Parker	116	N
241.	Buster Naylor	116	N
242.	James Hall	114	A
243.	Kenneth Jenner	113	A
244.	Lyle Taylor	113	A
245.	John Kaplan	110	A
246.	Robert Harrington	110	N
247.	Roger Terry	110	E
248.	Gerald Delzell	108	N
249.	John Neidlinger	108	N
250.	Richard Benson	107	N
251.	Steven Penn	106	N
252.	Bob Dailey	105	A
253.	Dick Myott	105	A
254.	Cecil Stearns	105	N
255.	Ron Paitich	104	N
256.	Bob Thompson	104	N
257.	Ronn Blumke	104	A
258.	Robert Rettke	103	N
259.	Gene Burcham	102	N
260.	Steve Klooz	102	N
261.	Daniel Thomas	101	N
262.	Doug Winchell	100	N
263.	Larry Burns	100	A
264.	Keefer Flanner	100	E
265.	Bob Recker	99	N
266.	James Lane	99	A
267.	Bob Reddish	98	E
268.	Marshall Jennings	97	A
269.	Rodger Flaming	97	A
270.	Bud Goosen	97	A
271.	Geroge Curry	96	A
272.	Ken Newton	96	N
273.	Jim Hurst	95	N
274.	Don Mock	95	N
275.	John White	93	A
276.	Jim Turner	93	N
277.	Ronald Parton	92	A
278.	Norm Stuart	92	A
279.	John Mosely	90	N
280.	Michael Sandoval	90	N
281.	Steve Hammer	90	N
282.	Mark Steele	90	N
283.	Randy Burak	90	A
284.	Dave Holeman	89	N
285.	Jack Stonesifer	86	N
286.	Todd Martella	86	A
287.	Clifford Barak	86	A
288.	Wally Dempsey	85	N
289.	Craig Armstrong	85	N
290.	Gary Colberg	85	N
291.	Steven Borden	85	A
292.	Doc. Bryce	85	E
293.	David Symonds	84	A
294.	Bub Huffman	82	N
295.	Nicholas Raino	82	A
296.	Lauren Tuohino	81	N
297.	Mike Plunkett	80	A
298.	Allen Welcome	80	A
299.	Walter Lister	80	N
300.	Jim Francis	79	A
301.	Jesse Goldberg	76	E
302.	Robert Wills	75	N
303.	Don Mardon	75	N
304.	Philip Hendricks	73	N
305.	Steve Hilgers	73	N
306.	Barry Hirst	72	E
307.	Richard Schimmer	71	N
308.	Earl West	70	A
309.	David Cash	70	N
310.	Bryan Breker	70	N
311.	Don MacDougall	70	N
312.	Mitch Mayes	70	A
313.	Richard Young	70	A
314.	Lee Hamby	68	A
315.	Robert Holder	66	N
316.	Bill Fullmer	66	E
317.	Jeff Pierce	65	N
318.	Jay Tullis	65	N
319.	Evan Powell	65	N
320.	James Wells	64	N
321.	Fred Miller	63	N
322.	G. M. Bishop	62	N
323.	Earl Wilson	61	A
324.	Jack Lund	61	A
325.	John McManus	60	A
326.	Richard Ferrick	60	N
327.	Bill Menchen	60	N
328.	Dwayne Lundberg	60	N
329.	John Langlo	60	N
330.	Steve Hurd	60	E
331.	Jerry Evors	59	N
332.	Dusty Coppage	59	E
333.	Chuck Raudman	59	E
334.	Ben Egbert	57	N
335.	Al Smith	57	N
336.	Wayne Collins	56	N
337.	George Porter	56	E
338.	Roy McElroy	56	A
339.	Richard Duncan	55	N
340.	Leo Rodgers	55	N
341.	Bob Byrd	55	N
342.	Dick Smith	54	A
343.	Tom Maxwell	54	E
344.	Daniel Coffman	53	N
345.	Robert Boyd	53	N
346.	Walter Hoffman	52	A
347.	General Patton	51	N
348.	James May	51	N
349.	Russell Latham	50	N
350.	Jerry Randall	50	A
351.	Larry Tidwill	50	N
352.	Frank Gerum	49	N
353.	Robert Dotson	49	A
354.	Chris Schleif	49	N
355.	Jem Beres	48	A
356.	Bill Bradshaw	46	E
357.	Frank Keepers	45	N
358.	Charles Carr	45	N
359.	Carl Sommers	45	N
360.	James Domay	43	A
361.	Steve Warren	43	A
362.	Charles Gates	43	A
363.	John Hagey	42	A
364.	Dennis Grissom	42	A
365.	David Meek	41	N
366.	Terry Thompson	40	N
367.	Reg Chosney	40	A
368.	Jerome Ruzicka	40	A
369.	Jim Connolly	40	E
370.	Roger Stagg	40	N
371.	Richard Manzo	39	N
372.	Jerry Black	38	N
373.	Darrell Hinnewinkel	38	A
374.	Jim Kincaid	37	A
375.	Stephen Minchella	36	N
376.	Don Buol	35	E
377.	Stephen Carter	35	N
378.	Greg Goodwin	35	N
379.	John Dykstra	35	N
380.	Lindsey Pickens	35	N
381.	Stan Gorgura	35	A
382.	Dwayne Leser	35	N
383.	Heath Hibbard	33	N
384.	Stan Dalton	33	N
385.	Norman Woodruff	33	N
386.	Chuck Nelson	33	A
387.	Larry Ross	32	A
388.	Ronald Ferguson	32	N
389.	Frank Morrell	31	N
390.	Ron Anderson	31	N
391.	John Sands	31	N
392.	Dave Kribell	30	N
393.	Larry Reed	30	E
394.	Lynn Tanner	30	N
395.	Garry Herwick	29	A
396.	Bill Turnbaugh	29	A
397.	Dave Chandler	28	N
398.	John Calbert	28	N
399.	Delbert Pragnell	27	N
400.	Mike Zempel	27	N
401.	Brian Klock	26	A
402.	Robert Russell	26	N
403.	Derle Walker	25	A
404.	Patrick Stoll	25	N
405.	Olan Greeler	25	N
406.	Larry Amick	25	N
407.	Clifford McKay	25	N
409.	Harry Egbert	25	N
410.	Robert Porter	25	N
411.	James Wheater	25	N
412.	Bob King	25	E
413.	Skip Bartha	25	A
414.	Edward Austin	24	N
415.	Joseph Griffen	24	N
416.	C. W. Snyder	23	N
417.	Erik Herman	23	N
418.	Brian Short	23	N
419.	Ben Karcher	23	N
420.	John Mittendork	23	N
421.	Tony Mistretta	23	N
422.	David Laca	23	E
423.	Robert Webb	23	N
424.	Kenneth Westergaard	23	A
425.	Larry Donohew	22	N
426.	Patrick Souza	22	N
427.	Dick Allen	22	A
428.	Bill McCoy	21	A
429.	Dennis Swedell	21	N
430.	Dennis Rosenberg	21	N
431.	Ron Smith	21	N
432.	Jim Grant	21	N
433.	Eddie Walker	21	A
434.	Ross Henry	21	A
435.	Bob Arison	21	E
436.	Fred MacDougall	20	A
437.	Dick Myer	20	A
438.	Ronald Milligan	19	N
439.	Chris Sipple	19	N
440.	Orie Cole	19	E
441.	John Suttie	19	N
442.	Richard Chase	19	N
443.	Greg Kobzeff	19	N
444.	Edward Andrake	19	N
445.	Roger Anderson	18	N
446.	John Kirn	18	N
447.	John West	18	N
448.	John Murrin	18	N
449.	John Gregory	18	A
450.	Ralph Taube	17	N
451.	Michael Cassidy	16	N
452.	Gary Stroller	16	N
453.	Charles Lanzi	16	N
454.	Dick MacDonald	16	N
455.	Dick Fichtner	16	A
456.	Larry Sheftel	16	N
457.	Steven Shalhoob	15	N
458.	Brian Mucciaccio	15	N
459.	Mike Mitchell	15	N
460.	Lynn Fraser	15	N
461.	Pete Caldwell	15	N
462.	Don Drake	15	N
463.	Harry Reed	14	N
464.	Charles Morris	14	N
465.	Jon Ogilvie	14	A
466.	Bud Martin	14	A
467.	Robert Williams	14	A
468.	Ed Ogden	14	N
469.	Robert Glenn	13	N
470.	Bob Vice	13	N
471.	J. Crowley	13	A
472.	R. N. Bosemer	13	N
473.	Bernard Coyne	13	E
474.	Curtis Crivelli	12	N
475.	William Tyner	12	N
476.	Jim Shuttleworth	12	N
477.	Dennis Keehan	12	N
478.	Larry Conner	12	N
479.	Fred Jamieson	12	N
480.	George Smith	12	N
481.	Gerald Roberts	12	N
482.	Lester Ellett	12	N
483.	Kenneth Summers	12	N
484.	Earl Penny	12	A
485.	Joseph Swindell	12	N
486.	David Pleasant	12	A
487.	Roger Toubeaux	11	N
488.	Mark Smith	11	N
489.	Edward George	11	N
490.	Gary Garland	11	N
491.	Tim Gavett	11	N
492.	William Roach	11	N
493.	John Matthews	11	N
494.	Ronald Dozier	11	N
495.	Stephen Hedgcoth	11	A
496.	Dave Megla	11	A
497.	Jeffery Truitt	11	N
498.	Richard Gino	11	A
499.	Dick Steffan	11	N
500.	Morris Lang	11	N
501.	Daniel Bice	11	A
502.	Richard Aldahl	10	N
503.	Lawrence Nicholson	10	N
504.	David Hawk	10	N
505.	Wendell Park	10	N
506.	Ralph Dahlquist	10	A
507.	Chester Nakamoto	10	N
508.	Rod Krone	9	N
509.	Dick Graham	9	N
510.	Malcolm Douglas	9	N
511.	Robert Stotts	9	N
512.	Michael Bloom	9	A
513.	Don Schull	9	N
514.	Ronald Francis	9	N
515.	Al Locke	9	N
516.	Dennis Popp	9	N
517.	Boyd Aldison	8	N
518.	Kurt Lohmeyer	8	A
519.	Brad Gosche	8	N
520.	Larry Broyles	8	A
521.	Donald Hoffman	8	N
522.	Bob Cox	8	A
523.	Glenn Wilburt	8	N
524.	Steven Hilton	7	N
525.	Jim Irving	7	N
526.	Don Wimpress	7	N
527.	Brooke Temple	7	N
528.	Larry Wampler	7	N
529.	Stephen Lowell	7	N
530.	Duane Martin	7	N
531.	Ron Benson	7	N
532.	R. V. Hogan	7	N
533.	Jeff Bryce	7	N
534.	Dennis Bulmage	7	N
535.	John Hall	6	N
536.	William Lamear	6	N
537.	Leo Kjorlien	6	A
538.	Gary Bullard	6	N
539.	Clinton Miller	6	N
540.	Nick Gula	5	A
541.	Edward Markow	5	N
542.	Arlen Patteson	5	N
543.	Ernest May	5	N
544.	Glenn Henley	5	N
545.	Karl Jesinghaus	5	N
546.	Cameron Bartlett	5	N
547.	Richard Hughes	5	A
548.	William Bartlow	4	N
549.	N. A. Heckman	4	N
550.	John Magarro	4	N
551.	Elmer Cain	4	N
552.	Lee Gorgall	4	N
553.	Straight Arrow	4	N
554.	David Petrizze	4	N
555.	James Legg	4	N
556.	Steve Brown	4	N
557.	Richard Childs	4	N
558.	Robert Williams	4	N
559.	Bill Kelly	4	N
560.	Jay Center	3	N
561.	David Packard	3	N
562.	Wally Fritz	3	N
563.	Dale Couch	3	N
564.	Gary Lane	3	N
565.	Larry Preston	3	N
566.	Thomas Knotts	3	N
567.	Bryan Westcott	3	N
568.	Michael Dice	3	N
569.	Don Thulin	3	N
570.	Ton Boyer	3	N
571.	Tim Renfrow	3	N
572.	T. K. Oakland	3	N
573.	David Burleson	3	N
574.	Jim Rowe	3	N
575.	Pete Guthrel	3	N
576.	William Baxter	3	N
577.	Bill Bragdon	3	A
578.	Eddie Armstrong	3	N
579.	Lloyd Joines	3	A
580.	John Stewart	2	N
581.	Robert Stebbins	2	N
582.	Al Ferdman	2	N
583.	Denis Alderete	1	N
584.	Bob Ginther	1	N
585.	Dennis Duke	1	N
586.	Troy Buckmaster	1	N
587.	John Zink	1	N
588.	George Luther	1	N
589.	Roger Kline	1	N
590.	J. W. Ryel	1	N
591.	Robert Moyer	1	N
592.	Cortis Boyd	1	N
593.	Robert Fish	1	N
594.	Robert Zumwalt	1	N
595.	Walter Fichtner	1	N
596.	Tom Web	1	N

HEAVYWEIGHT CLUB

1.	Checkers	21130
2.	Southern California	12096
3.	Victorys Victors	8532
4.	Sled Riders	8194
5.	Viewfinders	7422
6.	San Bernardino Valley	6679
7.	San Gabriel Valley	5989
8.	Shamrocks	5168
9.	Desert	4304
10.	Barbarians	2868
11.	Desert Knights	2722
12.	Vikings	2558
13.	Prospectors	2239
14.	Cactus Cats	1979
15.	Spokebenders	1859
16.	ARMC	1587
17.	Buzzards	1520
18.	Master Links	1386
19.	Rams	1275
20.	Invaders	1123

db
LESS SOUND
=
MORE GROUND

COP COPS HARE HOP

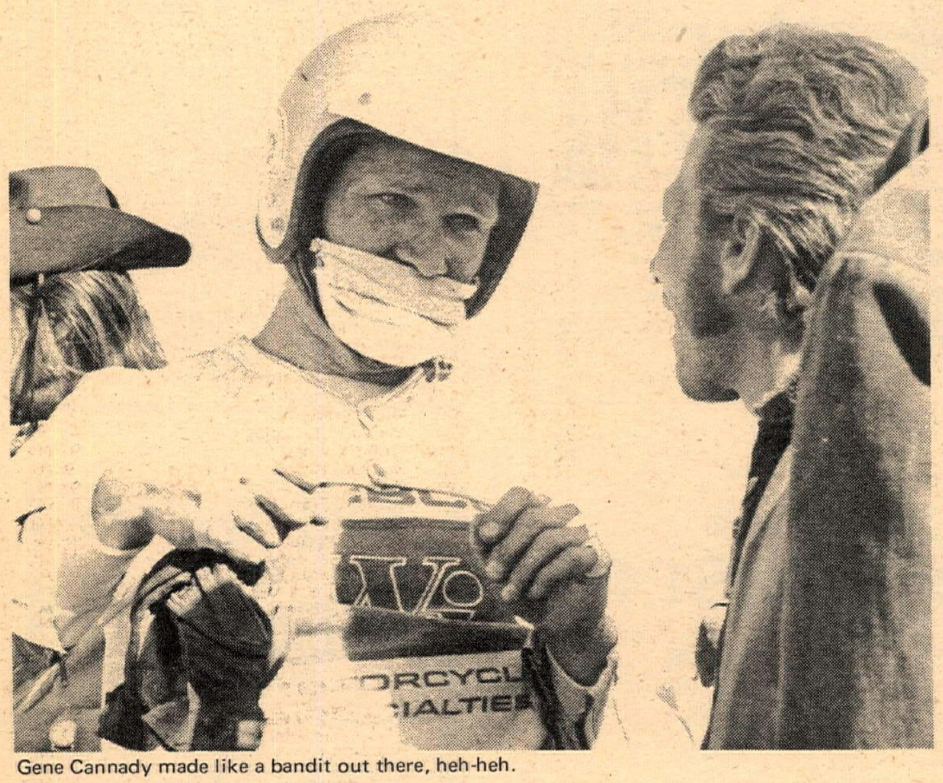
By Alice Rhea

FOUR CORNERS, CAL., Jan. 16, 1972 — Pasadena M.C. furnished absolutely perfect weather for their Holiday Hop Hare Scrambles this weekend; cool and clear with a very light breeze. It was just warm enough to dispense with the long johns. It has rained or snowed recently and the ground, which is usually ankle-deep silt was hard and fast. Add to that one well marked, fast, fun course with lots of turns and you have a near perfect desert race.

The only complaint I heard was about the last road-crossing going into the pit/finish area. It was danger marked but the flagmen were standing in the middle of the road rather than in front of it and a few guys did ugly get-offs at that point.

Trail Novices went only one loop. I was unable to attend their finish but Pasadena members said Darrell Quick, rode his Honda in for a first place. Steve W. Stevens and his Harley Baja came in second. The referee is going to have to decide whether third place belongs to Joel Semple (Baja) or to Randy Crawford (Hod). Randy overshot the finish and was fourth when he got back in line.

The ol' Ducati was handling good today.



Gene Cannady made like a bandit out there, heh-heh.

Top Novices scrap in the boonies.

Sharon Wilson, er, ROSENAUER, was the first girl.

Pasadena members think Judy Lovell, (DKW) was the first girl trail Novice. It is really hard to tell these days with the girls wearing their hair short and the guys wearing theirs long.

Meanwhile, over at the other finish line, Gene Cannady rode his 360 Yamaha in first overall, followed by the first Amateur, Mitch Mayes (Husky). Third overall and first division 2 lightweight was Bill Friant (Puch) followed by first lightweight Larry Berquist (Bul).

First girl was Sharon Rosenauer (Ric). You say you never heard of her? Well, she used to be Sharon Wilson until Dec. 12 when she got married. Best wishes for a super-happy, you two. Second girl was Jan Ditson (Ric).

First Novice was Dave Peterson (Bul). Dave was wearing a big grin and said he really liked the course, pointing out that it was, "A good, super-well marked course. Lots of fun."

First 500 Novice was 875, Kim McKean (Hus), followed by Scott Perrin (Hus). Second 250 Novice Jeff Winkel was followed by three 500 Novices, Chet Welchel (Suz), Mike Marsh (Gre), and Ray Caselli (Hus).

Peter Medino (Hus) was third 250 Novice, followed by my favorite Novice Dale Rhea. Dale usually gets so enthused that he rips the handlebars off his Suzuki, but today he cooled it a little and managed to finish. Nice goin', Hon. Fifth 250 Novice was Mark Windsor (Bul).

There were some big names missing from today's line-up at the finish. J.N. and Thorwaldson weren't here, and Whitey Martino fouled all the spark plugs he had. The flu has had Larry Pfutzenreuter for a couple of weeks so he watched this one. Big Bill Bogner lost one of his tires and George Walker didn't finish either but said his excuse wasn't exciting enough to talk about (?) and Steve Ellsworth insists that he saw George sitting in a sandwash and thought he ought to stop and keep him company. Jeff Wright was fourth or fifth to the bomb, but his cylinder started getting air from the wrong place and he had to pack it in before he seized the engine.

These results are mostly a hopeful guess on my part, as I walked down the line asking people who they were. I just got to where I knew who a few people were from their numbers, and now I have trouble telling the Experts from the Novices and 500's from Trail bikes. Guess I will get used to the new numbers soon...Meanwhile, my apologies to anybody I slighted. The Grand Prix style finish really had people stacked up and I don't envy the people who have to sort out the final results.

The Pasadena M.C. really did a great job with this race. They brought beautiful weather, laid out a fun course and marked it very well. They had a big, big turnout and I'm sure most of the racers will be looking forward to their next run.

RESULTS		
Gene Cannady	Yam	Ex
Mitch Mayes	Hus	Am
Bill Friant	Puc	Ex
Larry Bergquist	Bul	Ex
Sam Burg	Suz	Ex
Art Knapp	Hus	Ex
Mike Patrick	Yam	Ex
Jerome Ruzuka	AJS	Ex
Forrest Wright	Hus	Ex
Morris Norman	Suz	Ex
NOVICES		
Dave Peterson	Bul	
Kim McKean	Hus	
Scott Perrin	—	
Jeff Winkel	—	
Chet Whelchel	Suz	
Mike Marsh	Gre	
Ray Caselli	—	
Peter Medina	Hus	
Jerry Hickman	AJS	
Dale Rhea	Suz	
Mark Windsor	Bul	
TRAIL BIKE NOVICE		
Darrell Quick	Hon	
Steve W. Stevens	H-D	
Joe Semplt	H-D	
or Randy Crawford	Hod	
1st GIRL TRAIL NOVICE		
Judy Lovell	DKW	
GIRLS (EXPERT)		
Sharon Rosenauer	Ric	
Jan Ditson	Ric	

Two lightweight Division I fellers smoke through the pits.

GIANT DESERT CLEANUP SLATED FOR JAN. 29

District 37 clubs including SoCal, Lost Angels and Dirt Diggers M.C. invite motorcycle clubs and individuals to meet at the Hi Vista store on the way to Edwards Air Force Base at 10 a.m. Saturday, Jan. 29. The purpose will be to go out and clean up some of the litter in the Mojave Desert.

"We'd like as many clubs as possible to participate in this Desert Cleanup Operation," says a spokesman for AMA District 37. Participants are requested to bring pickup transports, large baggies and collecting gear. Areas to be cleaned up will be assigned at the 10 a.m. meeting.

Disposal areas have been arranged and the project has full cooperation from the BLM.

John R's

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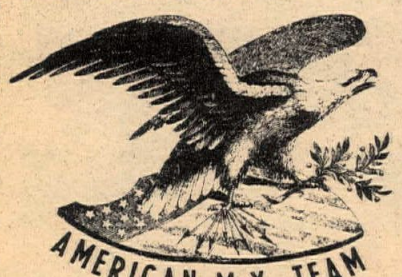

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Don and Derek Rickman have a new concept in motorcycle making. They produce a limited quantity of 125 Enduro bikes each year for America. And they're hand-made, to the specifications of two champion British Motocross racers—Don and Derek Rickman. These are machines made with the personal care that you could only find in a completely hand-made bike costing much more. And you might not even be getting as much.

To begin with, you can only get a Rickman frame from the Rickman Brothers. Everybody wants a Rickman frame, because it is a masterful combination of lightness, balance, and strength.

The special Rickman frame is crafted of high-strength, steel alloy tubing, the kind they use to make jet planes. All joints are profile fitted, and bronze-welded for sure, strong bonds. And Don and Derek coat every frame with nickel for a brilliant finish. The Rickman frame is unmatched for superb handling, strength, and control.

The engine is a Zundapp 125, known all over the world as the 125cc engine that thinks it's a 250cc. Combine this power with a lightweight frame, and you've got a winning combination.

Another great thing about the Enduro is that it's now "street legal" with specially baffled mufflers that cut down on noise. Most manufacturers take a road bike and adapt it to the trail—the Rickman Brothers do just the reverse.

And even though you can ride your Enduro on the road, you get the Enduro proved features of a competition racing bike. Like fiberglass fenders, air filter box, sealed battery with plastic vent pipe to expel gas build-up, and lightweight aluminum conical hubs for surer braking, less unsprung weight.

The Rickman-Metisse 125 Enduro is a bike Don and Derek have been perfecting for years. Should you ever need servicing or spare parts, Don and Derek have chosen The Birmingham Small Arms Company, Inc. as their exclusive distributor in the U.S.A. Through this nationwide dealer chain, the Rickmans are making sure you'll always be near Rickman-Metisse parts and services.

If you're the kind of person who always wanted the benefits of a hand-made bike, call your local Rickman dealer and ask if he's got any 125 Enduro bikes left. They sell fast, because the Rickman Brothers don't build the most bikes. Just the best ones.

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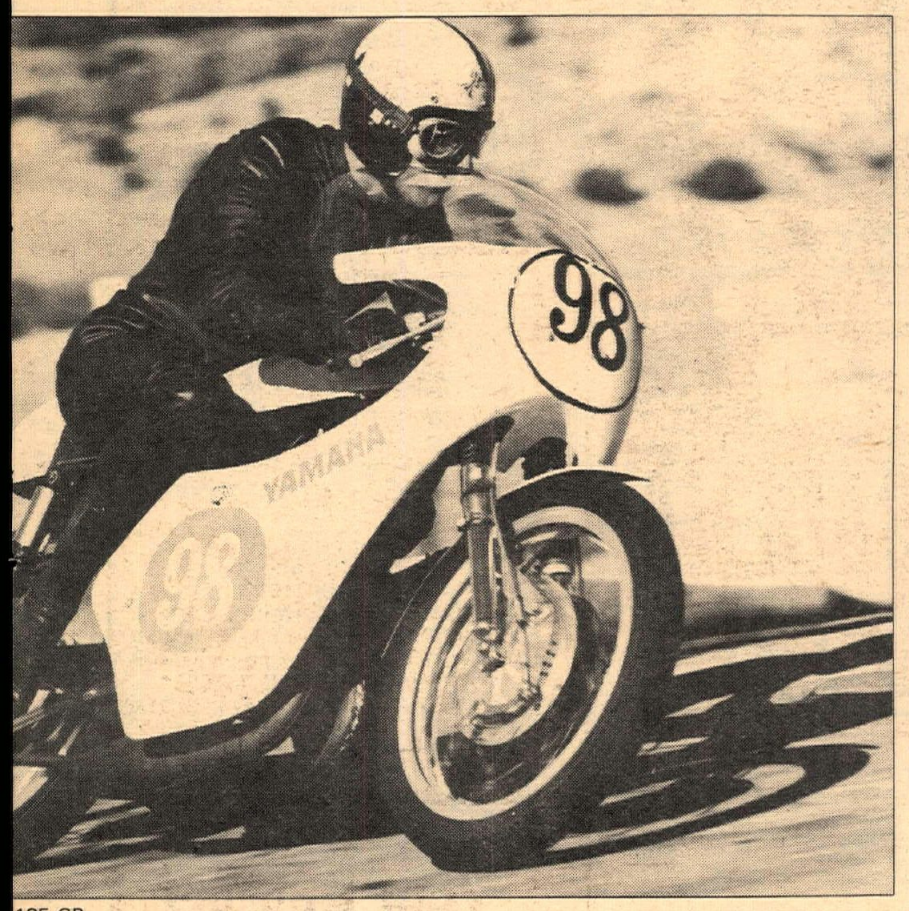
DE WINS ON DINESEN YAMAHA



125 GP.

Coming off the Carlsbad hill, Don Emde profiles.

L., Jan. 16, 1972 — ıed to the road racing the ACA staged the season. Don, who last rider for BSA on a ·ked up the win today Yamaha.

oncerned as to how he full season on the big ıe worried for naught, h he dropped two ɔrands, he still came in

return as Pat Evans began his season as the ACA's No. 1.

The start of the 350-Open Sr. G.P. saw Emde make a great start while Pat was in a bit of traffic, Don pulled out a fair lead on the first lap while Pat was pushing his Evans/Vesco 350 Yamaha past Bob Endicott's 750 Honda. It looked as if Pat was going to make a race of it when the Yamaha seized as he was coming up through the gears on the front straight. From that point on it was no contest as Emde had the Dinesen Yamaha on high C just as if he hadn't been away. Kelly Evans, Pat's brother, on another Evans/Vesco 350 Yamaha, drove by Endicott's Honda for second with Endicott in for third overall on his CB-750 and first in Open Production.

Pat Evans' luck wasn't all bad but for awhile it looked like it was going to be one of those days.

Pat, on an Evans/Vesco 250 Yamaha drove hard off the line for a short lead over the West Coast's classy new AMA Junior, Jim Evans, riding a Mel Dinesen Yamaha. Pat's lead was short lived as a combination of Jim's hard charge and Pat's Yamaha dropping a few R's put Jim into the lead for two laps, as Jim was starting to stretch his lead, a small wire on the scooter broke, putting Jim out and Pat back in the lead for the win.

Jim Evans' luck wasn't all bad either, he won the 100 class on Dinesen's Hodaka.

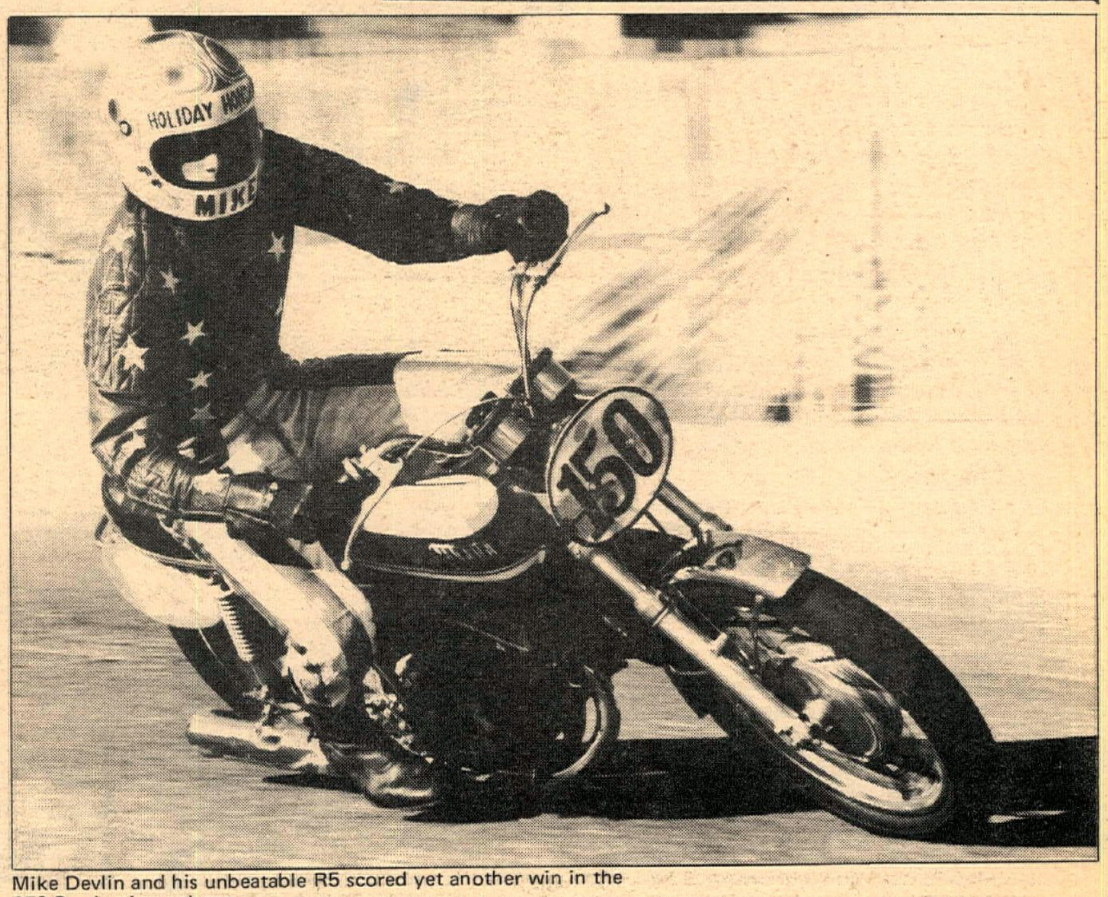
Don Emde is hooked up with Mel Dinesen for the coming AMA season, with Jim Evans running the Junior events, Don Emde the Expert events. It looks as if the astute Mr. Dinesen has got himself one heavy one-two punch.

Story and photos by Buzz Baty

RESULTS

SR. GP CLASSES	
50cc DIV. I	
Paul Wilde	Yam
Ed Kelly	CE
100cc	
Jim Evans	Hod
Frank Neimeyer	Kaw
Dick Pearce	Yam
Bruce Martin	Yam
Dick Carlson	Kaw
Jim Haberlin	Bri
125cc	
Colin Jones	Yam
Michael Slaughter	Yam
Richard Seifried	Mai
Alan Leonard	Toh
Phil Thompson	Yam
200cc	
Wes Cooley Jr.	Yam
James McWorthy	Bri
250cc	
Pat Evans	Yam
Perry Bennett	Suz
350cc	
Don Emde	Yam
Kelly Evans	Yam
Roger Glickman	Yam
Mike Develin	Yam
Pat Evans	Yam
500cc	
Dick Kilgroe	Kaw
OPEN	
Bob Endicott	Hon
Bruce Haugh	Nor
PRODUCTION CLASSES	
50cc	
Ed Kelly	Tar
Lonny Singer	Ita
Robert Fuller	Ita
100cc	
Dennis Ruminer	Hon
Bruce Martin	Yam
125cc	
Bob Young	Yam
Bruce Kochmeier	Yam
Phil Thompson	Yam
Greg Park	Yam
175cc	
Gerhard Klemm	Bri
200cc	
John Hewitt	Yam
250cc	
Pat Evans	Yam
Fred Walti	Yam
Tim Rockwood	Suz
350cc	
Mike Devlin	Yam
Tom Frnaklin	Suz
R.B. Crossman	Yam
Tom Milligan	Yam
Robert Brooker	Yam
Carl White	Bri
Jim Haberlin	Hon
OPEN	
Bob Endicott	Hon
JR. GP CLASSES	
50cc	
Lonny Singer	Ita
Robert Fuller	Ita
125cc	
Bruce Kochsmeier	Yam
Greg Park	Yam
175cc	
Gerhard Klemm	Bri
200cc	
John Hewitt	Yam
Tim Whalen	Suz
250cc	
Fred Walti	Yam
Don DeLathouwer	H-D
Don Green	Suz
350cc	
Tom Franklin	Suz
Bob Crossman	Yam
Chris Landis	Hon
Robert Brooker	Yam
Alex Taylor	Yam
Carl White	Bri
Arthur Friedman	Yam
500cc	
Tom Hermon	Kaw
Tom Arnold	Suz
OPEN	
Gerhard Klemm	Nor

mportant half of the new Mel Denisen team.
raph is the crest of hill.



Mike Devlin and his unbeatable R5 scored yet another win in the 350 Production column

AMA to Offer Life & Liability in 1972

American Motorcycle Association members who may find themselves excluded from insurance coverage because of their participation in the sport will be interested in a new option which has been developed by Insurance Administrators and the AMA and underwritten by the Continental Assurance Company especially for their benefit. It's all available now.

AMA members under the age of 70 living in any of the 50 states will qualify. Benefits include $5,000 in personal life insurance, $1,000 for spouse, $100 for each child aged 15 days to 6 months, and $1,000 for each unmarried child 6 months to 23 years of age. In addition, members have the option of selecting one additional $5,000 unit of coverage at proportional rates listed below. This plan is available to both Youth Division members and adult AMA members.

In addition to the task of developing an acceptable program for AMA, Insurance Administrators has further achieved premium rates that are as good as or better than group rates available to any group or profession. An Insurance Administrator spokesman comments that this is a result of the reputation of responsibility enjoyed by AMA members.

AMA Life Policy Schedule of Premiums

Member's Age	Member Only	Member & Spouse	Member, Spouse & all Children
Under 30	7.05	8.05	10.35
30 thru 34	7.70	8.80	11.10
35 thru 39	9.85	11.25	13.55
40 thru 44	14.50	16.55	18.85
45 thru 49	22.45	25.60	27.55
50 thru 54	34.85	39.75	42.05
55 thru 59	54.15	61.70	64.00
60 thru 64	78.80	89.80	92.10
65 thru 69	118.30	135.00	137.30

IA states, "By centering upon a national association like the AMA, we actually are able to achieve a program with outstanding rates at a time when other companies are totally excluding motorcyclists."

The insurance is offered to AMA and Youth Division members with premiums.

Benefits are payable in the event of death from any cause, except hara kiri. Coverage cannot be cancelled by the company unless the policies or certificates issued to all the members of the AMA organization are cancelled. Anyone may be named beneficiary and the beneficiary may be changed by giving written notice to the insurance company.

Insured members may exchange coverage, regardless of health, for any higher premium policy customarily issued by the company upon reaching the maximum age of coverage or upon terminating his membership in the AMA.

As proof of his participation in the plan, each insured member will receive an individual policy certificate indicating the amount of his insurance and to whom it is payable.

This program is not a part of membership, but optional to AMA members, including both full members and members of the new Youth Division.

Similar to the improved life program benefits that can be achieved through a large national organization, Insurance Administrators is in the final planning stages of a liability program for members of the American Motorcycle Association.

IA and the AMA are developing a program to give the motorcyclist full coverage at a fair and reasonable price.

This plan will include road pickup and repair service, bond coverage, motorcycle fire-theft-collision-liability coverage and full passenger coverage. This program will offer the AMA member high limits of liability and extensive theft coverage.

Complete details on the liability program are forthcoming. It will entail a premium rate available to AMA members that will be graded on a state basis whereby the AMA member will receive varying policy discounts and a second machine discount. The savings will amount to considerably more than the cost of AMA membership.

BATES POSTS $50,000

Bates Industries, Inc., of Long Beach, Calif., announces its 1972 contingency program worth $50,000. Last year Bates paid out more money than anyone except Kawasaki. This year, here's what they have planned.

AMA CHAMPIONSHIP EVENTS

GRAND NATIONAL CHAMPION $5,000

EXPERT RACES	First	Second	Third	
Daytona 200-mile Road Race.	$1,000	$500	$250	1,750
Ontario 250-mile Road Race.	1,000	500	250	1,750
For each other A.M.A. National Championship Expert Event	200	100	50 x 24 events=	8,400

JUNIOR-EXPERT COMBINED ROAD RACES				
Daytona	200	100	50	350
Ontario	200	100	50	350
For each other Junior-Expert combined Road Race.	100	--	-- x 5 events =	500

JUNIOR RACES

Each Dirt Track, TT and Short Track event held in conjunction with Expert National Championship events	100	--	-- x 19 events=	1,900

TRANS-AMA MOTOCROSS SERIES (Distribution to be decided later) 5,000

$25,000

1972 WORLD CHAMPIONS

500cc, 350cc and 250cc, Road Racing. . . .	$1,000 ea. = $3,000	
500cc and 250cc Motocross.	$1,000 ea. = 2,000	
Speedway	1,000	6,000

OTHER

For Contingency Programs to be announced later --- Drag Racing, Southern California Dirt Track, Motocross and Speedway events, as well as special awards and events $19,000

TOTAL --- $50,000

Riders, of course must wear Bates leathers and a prominently displayed emblem throughout the event, including practice, heats, trime trials, and the like. If money is won, the rider must sign an advertising release.

The Grand National Champion and World Champion must wear Bates leathers and an emblem during the whole season. He will be furnished free leathers for the following season but he must wear those exclusively. Finally, he must make himself available for consultation, promotion, advertising, etc., for which Bates will pay $100 per day plus travel expenses.

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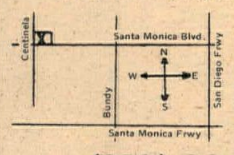

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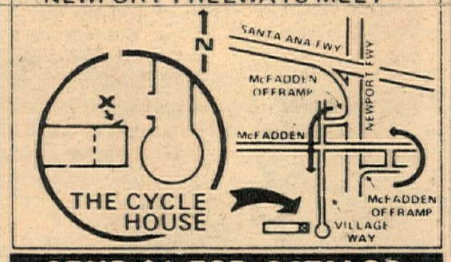

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It is a completely different type of racing but still under a roof. The AMA is expecting over 70,000 people for the two nights of racing, the fifth annual affair and only major events in the entire Southwest this season.

The Friday night TT events were started a year after the short track races and have been dominated by California riders all three times. BSA has won the event the last two years with Jim Rice and Dick Mann. Skip Van Leeuwen won the opener for Triumph back in 1969.

Odom led the race last year until the final lap before his rear axle broke, giving the win to Mann. The 12-man final was all California, the first time in National history that the entire Main Event was all from one state.

Van Leeuwen has some kind of record going in the Houston TT's. Skipper has finished in the top three all three years but he will really have to hustle on the 28th to keep the string going.

The short track races on the night of the January 29 are unique in racing. The dirt oval is nearly a quarter of a mile in ... the roof blown off on occasion. They are headlining Bart Markel and Nixon so it appears that the fast boys from Northern California haven't been invited, don't know about it, or can't get their vans slowed down in time to stop in and say, "Howdy."

The weekend following the Astrodome races there is another indoor slated for Houston on concrete at a location on the other side of Oil City. Up in the Fort Worth-Dallas area there will also be an indoor event.

So if the non-money winners fail to score at the 'Dome there is still hope in Houston and on the Northside a week later. There will be many non-money winners at Houston as well over 200 riders are expected for each class within the Expert and Junior divisions. Let's make that 200.

Remember when the month of January was just a twinkle in the eye of the rider or the fan that was just starting to think about getting ready for Daytona? Did the season really end sometime during 1971, or did we just take an intermission, or make a pit stop for a license renewal?

800 Essay CERA Enduro

By Charles Clayton

INDIO, CAL., Jan. 9, 1972 — In the low desert a mobile city arrived. Campers, trailers, vans and motorhomes disgorged their cargoes of dirt bikes, glittering in the sun. The desert was new again after the winter rain. I felt as if I were the first man to see it, smooth and virgin like a snowy meadow.

Over 800 entries buzzed off in groups, minute by minute for a 100-mile ride laid out by Ed Wight and his California Enduro Riders Associates. Many local Trials experts were entered, in training for the 6-Days trype of trials riding which is the coming thing.

The course was two loops and mild, alternating 5, 8 and 12-mile sections of sandwash, dirt road, rockbeds and rabbit trails. It was as easy as a hare scrambles course, which it will be Feb. 6 when Dingus Watkins hosts the 1st annual Nostalgia Run (Palm Springs 100) on the very same route for all the retired desert tigers such as Bud Ekins, Vern Hancock, Charlie Hockie, etc. CERA always starts their enduro year easy like this, so as not to tarnish the new Xmas toys and allow for the riders' flaccid condition.

Arriving too late to enter after a wild night of motorcycle meetings at the Long Beach Show, I won Wight's permission to ride the second loop on condition of noting the numbers of the broken down entrants I found stranded along the way. Course marking was still intact even after some 800 riders had passed. It was nearly impossible to get lost. I concentrated on improving my sandwash technique and discovered that by pulling back evenly on the handlebars, holding the front wheel straight, my control stayed perfect. Why didn't somebody tell me this ten years ago? For the first time I truly enjoyed riding deep sand.

About a dozen riders were discovered in various states of disrepair, waiting for their friends to fetch them out of the desert. Night came early while the pickup crews probed the shadowed sands with flashlights.

(Results to be published in two or three weeks)

BULTACO SWEEPS INDOOR SHORT TRACKS

San Jose, California
December 18, 1971

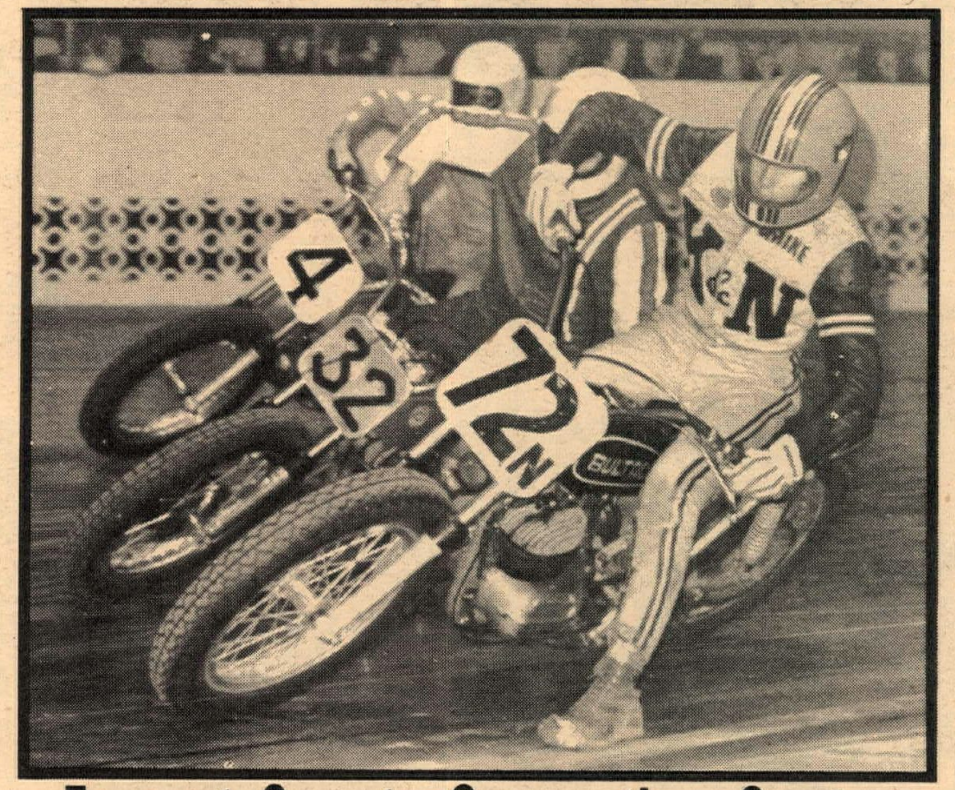
125 Novice
- 1st - BULTACO
- 2nd - BULTACO

200 Novice
- 1st - BULTACO
- 2nd - BULTACO

200 Junior
- 1st - BULTACO
- 2nd - BULTACO

250 Junior
- 1st - BULTACO
- 2nd - BULTACO
- 3rd - BULTACO

250 Expert
- 1st - BULTACO
- 2nd - BULTACO
- 3rd - BULTACO



Tarrant County Convention Center
Fort Worth, Texas
December 18, 1971

Trophy Dash 1st - MIKE KIDD - BULTACO
200 Final 1st - MIKE KIDD - BULTACO
250 Final 1st - MIKE KIDD - BULTACO

San Jose, California
December 26, 1971

125 Novice
- 1st - BULTACO
- 2nd - BULTACO
- 3rd - BULTACO

200 Novice
- 1st - BULTACO
- 2nd - BULTACO

175-200 Novice
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- 2nd - BULTACO

250 Expert
- 1st - BULTACO
- 2nd - BULTACO
- 3rd - BULTACO

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By Richard Dunn
Photo by Richard Creed

There we were at 7 a.m., driven by some strange compulsion to leave the cook in bed and drive to the vaguely ominous town of Rockne, Texas — stopping only for a stale donut and oily oily coffee. Standing there in the chill grey morning, we were amazed to observe about 800 similarly unbalanced folks shuffling about, tinkering, or just standing. All with a common unspoken question hovering inside their lips: "What are we getting ourselves in for this time?"

The townsfolks obviously had us pegged ("Them damn fools gonna plumb drown down there by Ernie's pond!") they'd cackle, poking one another in the ribs, but were in good spirits as Leon and Charlene stoked their barbeque pit and readied their gas pumps.

The first of more than 300 official entries (and probably a hundred more who just rode along) began to get off sharply at 8 a.m. The 110 mile ride began serenely enough: a pleasant cruise down a country road, and then a short section of family-style trails through light woods and pastureland, and into the first quagmire. That sequence characterized the whole run. Eighty percent was stuff you could ride through in a white sport coat without even ruffling your carnation, but the carefully sprinkled remainder would sink you to your eyelids in just a moment's inattention. One section of deep mud and water had 8" logs laid at 45 degrees to the course. No way to hit 'em straight on: the track was too narrow. The only plan was to muscle and curse a lot. Another drove it home that no man is an island unto himself. Actually, I guess you *were* an island unto yourself if you didn't trade lifts out of the muck with some other hapless soul. No one rode through that one.

So went the bogs, and so went the run. Well organized, well marked, and much fun, thanks to the efforts of Troy Taylor and friends.

To the guy who finished on a 650 (or was it a 500?) Triumph, I can only say "Far out!"

over 100 riders turn out for an all Junior Day of motocross racing.

The experienced 250 Juniors gave the spectators plenty of excitement. Bultaco-mounted Frank Mathews won the first moto with a one half lap lead. Leading the pack in the second moto was Dave English on a CZ. Mathews, after almost going down, fought his way up to first from sixth and while stretching his lead again slid out on a tight corner. After repairing a bike malfunction caused by the fall, Mathews moved up again towards the front of the pack, however, the second moto was taken by English. Mathews came back in the third moto again running away from the rest of the riders to take the checkered flag.

The more experienced Junior Open Class riders also provided plenty of spectator action with Husky-mounted Bill Kelly easily winning the first moto, running second in the second moto and then losing it coming through the esses. Kelly had to forego his third moto due to a swollen wrist. Winning the open class was a fine rider; Maico mounted Joe Irwin with a 3, 1, 1. Taking a second overall, was a newcomer to the Open class, Suzuki mounted Curt Warren with a 5, 2, 2. Third place winner, also Suzuki mounted, was Don Hicks who had a few back and forth position switching battles with Warren. Hicks finished 4, 3, 3.

Baymare has established a "Sportsman Committee" consisting of riders selected to represent all motocross participants. This committee will meet with management after each day of competition to discuss track condition, course changes, trophies, future events, etc. The management desires to have Baymare nationally known as the motocross track "by riders, for riders."

Tucson Riders Beat Phoenix Riders in Sweepstakes

By Ned Said

BEARDSLEY, ARIZ., Dec. 26, 1971 — A wheel-packed wet track made for some fast riding at Beardsley the day after Christmas. The boys from Tucson must have been good all year since they came up from Tucson with brand new 1972 Yamahas from Santa Claus and by the last race took the Sweepstakes 1, 2 and 3.

Cliff Allison was first on his 250cc Yamaha with Pat Klein second on a 250cc Yamaha and Allen Watson third on his 125cc Yamaha.

The Ed Blose family had a good day with Earl Blose first in the Jr. Mini Bike heat and Bob Blose second. Bob Blose was second in the 125 Novice heat and third in the Main Event. Eddie Blose was third in the 125 Amateur Main. Earl Blose won the Mini Sweepstakes. Wonder where Ed gets the bread to keep that many boys racing?

Good guy Alan Watson from Tucson helped his fellow competitor Bobby Dias just before the 125 Amateur Main by loaning him his spare exhaust pipe when Bobby's stinger broke. It must have been a good design since Bobby took a commanding lead on the very first lap. Bobby Dias took the win with Alan Watson running second. Bobby Dias and his Spirit of 76 Yamaha also took first in the 250 Amateur heat and Main event.

(Results on page 28)

Everybody's Down in Reno

By Steve Young and Friends

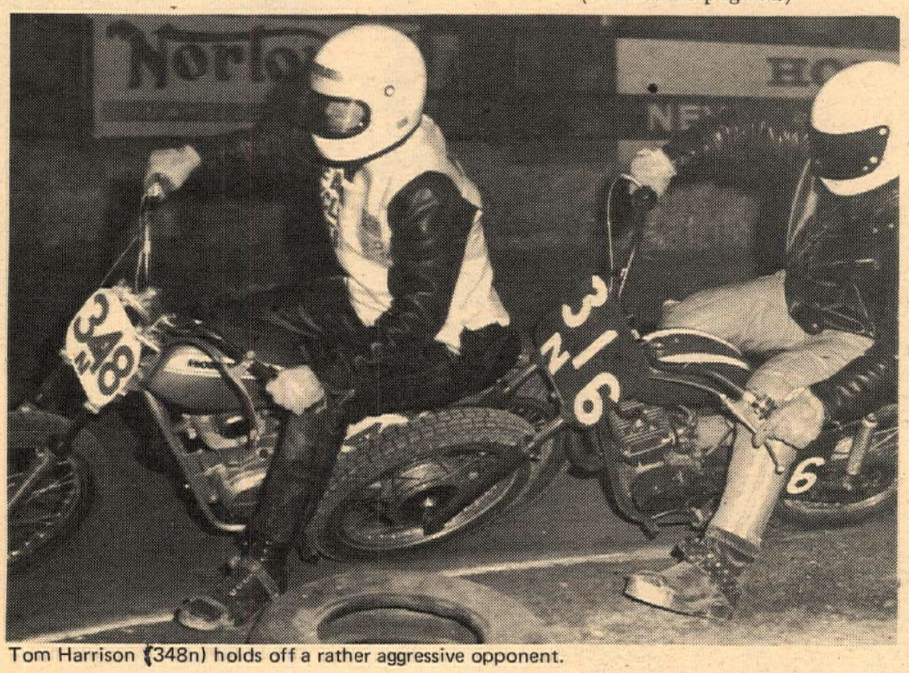
RENO, NEV., Dec. 18, 1971 — The stars over the Reno short track must have been crossed for the last races, as evidenced by the multitude of crashes. It looked more like Cycle Circus than a race event. The only races were for the fastest rider into the ground, wall, hay, etc. It was also cold. Fortunately the races went very smoothly and quickly so the evening didn't last too long. Also the track was in the best shape ever, which aided in producing an exciting program.

The 250 Junior/Expert Main well typified the difficulties incurred throughout the evening. Half of the Main Event participants went down at one time or another in the race, some of them accidentally, and some with a little help from their "friends". One of the crashed riders, popular Bob "Carson City Flash" Foster, suffered a broken ankle when he smote the cement retaining wall, probably due to another rider. When the dust and debris cleared, the victor emerged, Rich MacMurray. Hallelujah! Hallelujah! Hallelujah!

In the hotly-contested 125cc Novice Main, the soon-to-be-Junior, Cliff Richardson, barely beat out youthful Jay Gardner, who might have won had he started his diet a bit sooner. In turn, Stan Searle was right behind Gardner with John Schmidt in his wake.

Barclay Trehal, speedway rider, top tracker and motocrosser, further displayed his versatility by winning a special Honda ATC three-wheeler match race. He was not-too-closely followed by the local Cycle News reporter, who showed that he is a much better photographer than racer. Note: He did have a Cycle News stickie on his Nevada Cycle Sales ATC.

(Results on page 32)



Tom Harrison (348n) holds off a rather aggressive opponent.

Lonnie Murphy.

Dead Turkeys for WSRA

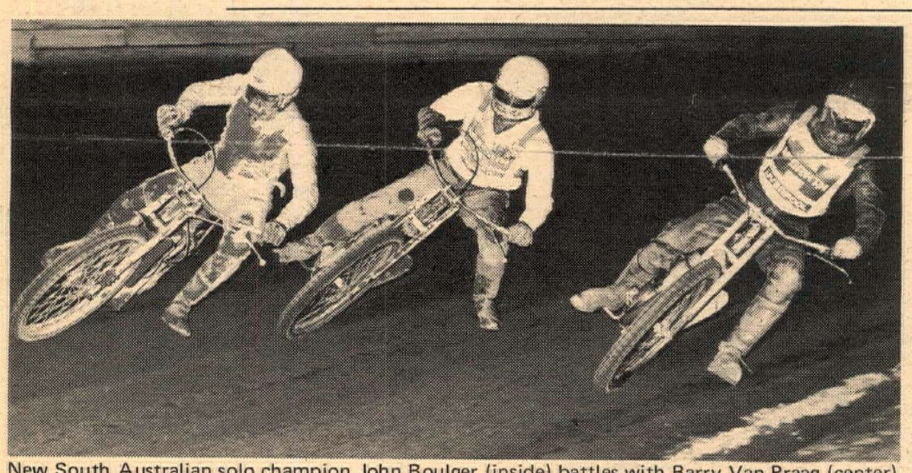
By Steve Young

RENO, NEV., Dec. 19, 1971 — Instead of giving brass to winners at the Western States Racing Assn.'s last motocross, they gave turkeys. Dead ones. Although they don't look as nice sitting on a shelf, they do taste a lot better. Due to the early sunsets these days, the race was cut to two motos in each event.

Far and away the most exciting and closest race was the first Junior/Expert moto. Although they raced for class turkeys, all the Juniors and Experts raced together. Barclay Trehal jumped into the lead at the start, but was overtaken by Leroy Kay, Bill Krejci, and Bill Daane. Kay, Krejci, and Daane swapped the lead back and forth so many times that even they probably didn't know who was out in front. All three were riding very fast, yet with much control.

At the place where all races end, the finish line, Kay came in first with Bill Daane falling in his wheelsteps. In the second moto, the finish was quite different with Jeff Loff and AJSer Lonnie Murphy among the leaders. If Lonnie's bike had been running a bit better, there is no doubt that he would have done much better in the first moto. Bill Daane suffered racer's fate and broke his chain at the start of the second moto. Kejci seemed to be riding a bit too fast and had a little trouble with a litter barrel.

(Results on page 28)



New South Australian solo champion John Boulger (inside) battles with Barry Van Praag (center) and British team captain Nigel Boocock.

SCENE australian speedway

By Peter White

Big news of the week Down Under was the announcement by the Liverpool speedway (near Sydney) that an American speedway solo team will race in Australia in February.

Announcing details, Liverpool manager Mike Raymond said that the team would be the strongest available and would tackle the best of Australia's second division riders in a full blooded international series, mainly on the East Coast.

The team is expected to be DeWayne Keeter (captain), Sonny Nutter, Rick Woods, Steve Bast, John Fishburn, Bill Cody, Mike Bast, and Chuck Jones (manager).

Keeter, Woods and Jones have all raced in Australia previously and their knowledge of the tracks will stand them in good stead. Chuck Jones, of course, is still recovering from serious injuries sustained in a crash at the Sydney Showground but it is with great pleasure and expectation that Aussie followers have learned of his proposed return. As manager, he is just the man capable of guiding his boys to success. Everyone in Sydney who came to know Chuck during his riding stay and then during his hospitalization is anxious to see him again so it should be like a real homecoming for the popular and plucky Californian when he reaches Sydney.

The American riders are certain to be big drawcards wherever they appear and capacity crowds are expected at all venues.

In Keeter, the team has an ideal captain.

Although currently riding flat track in lieu of speedway in the States, DeWayne is America's most accomplished and proficient speedway star. After a highly successful initiation period in Australia in 1969, DeWayne went to England — the real hurly-burly of world international speedway — and spent a season with the Leicester Lions in the First Division.

Despite gloomy predictions from the British pundits, Keeter proved the goods and maintained his position in the team throughout the season.

He is a true world speedway rider, rather than a 'Costa Mesa' expert only.

SPEEDWAY FOR MAJORCA

As if enough countries aren't in on the speedway act, now comes the news that the sport is to be introduced to Majorca, the jewel of the Mediterranean!

Glasgow (Scotland) promoter, Ian Hoskins, plans to start racing at a stadium recently acquired in Palma.

He has hired English international rider, Reg Luckhurst, to train local riders — they are expected to compete on 250cc Bultaco machines — in time for the opening in January.

VISITS FROM BRITAIN AND SWEDEN

The visiting British and Swedish Test teams hit back against weakened Australian sides on the weekend of November 26 and 27 to win their first matches of the tour.

Britain went into the third official test match at the Exhibition Ground, Brisbane as the underdog, being down 2-0 in the series.

However, against an Australian line-up that did *not* include Aussie Champion, John Boulger, who had scored a paid maximum of 18 points against Britain at the same track the previous week, the Poms ran riot and romped to a 61-46 success.

HOLIDAYS

The Christmas holiday break was a relatively quiet period for Australian speedway with no tests or championships staged during the two weeks of festivities.

Both the British and Swedish touring test teams spent Christmas Day in Sydney where the heat drove them, and thousands of other Sydneysiders, to the beach for a salad lunch instead of the traditional turkey! Weather has been hot and humid for some weeks now but rain in the evenings has almost played havoc with the fixture lists. Almost...but not quite. We're a hardy lot out here in Aussie!

The British riders have been forced to sit on the fence for a fortnight without the chance to earn any money — a situation that didn't exactly please them, to say the least! — as no meetings were scheduled between the Queensland Best Pairs Championship in Brisbane on December 18 and the New South Wales Best Pairs Championship in Sydney on January 1.

The Swedes were a little more fortunate and were booked in against a local Liverpool team at the Raceway on Boxing Night, Sunday, December 26.

The Scandinavians finally hit top form in this encounter and emerged worthy winners to the tune of 62-46.

Top rider was Anders Michanek who scored 17 points.

He was defeated only once — by World Champion Ole Olsen.

Earlier he had beaten Olsen to also deprive the Dane of a point.

Other Swedish big guns, Bernt Persson and Soren Sjosten, also clicked and piled up big scores.

On the other hand, the Liverpool riders floundered. Apart from Olsen, the only competitor to show any resistance was Big Bill Landels, the flying Scotsman-cum-Kangaroo.

Remainder were troubled by mechanical problems and never really got going all night.

Racing was hard and furious with no quarter given by either side.

Next tests are as follows:

Britain versus Australia (fourth test) in Melbourne on January 8.

Sweden versus Australia (fifth test) in Brisbane on January 8.

Members of the Swedish speedway team relax for a bit with their souvenir boomerangs. L-R: Soren Sjosten, Bernt Persson, Anders Michaner, Bengt Larsson, and Bengt Jansson. Photo by Geoff Davis.

RESULTS

MOTOCROSS
Bay Mare Race Track
Moorpark, Calif.
Jan. 16, 1972
By Art Cox
100 JR.
Steve Pinneri Hod
Bruce Ganson Hon
John Galea Ric
125 JR.
Jim Byrd Ric
Marty Truman Bul
Rick Kehow DKW
125 SR.
Tom Grant Yam
Ray Byers Pen
Johnny Grant Yam
250 JR.
Kenneth Janson CZ
Randy Schmitz Yam
Jon G. Smith Mai
250 SR.
Mark Cook Bul
Frank Matthews Bul
Randy Berkeley * Mai
Steve Muehler * CZ
OPEN JR.
Geoff Pelhar Bul
Bill Kelly Hus
Don Hicks * Suz
John Alden * Mai
OPEN SR.
Joe Veillon Hus
Gary Martin CZ
Mike Brown CZ
* Tied

ACA MOTOCROSS
Carlsbad Raceway
Carlsbad, Calif.
Jan. 16, 1972
100 JR.
Gary Check Kaw
Ric Roberts Hod
John Adams Hod
100 INTER.
Ricky Rogers Ric
John Skifstrom Suz
Gordon Dickson Pen
125 JR.
Jeff Vidic Pen
Stephen Dahlstrom Pen
Ron Schwab Pen
125 INT.
Rick Burkey Yam
Jack Hazard Bul
George Smith Suz
125 SR.
Tony Duni Pen
Bruce Wygal Bul
William Saltzman Pen
250 JR. CLASS
Richard Kastner Bul
Bob Parkinson Bul
Martin Widgery CZ
250 INT. CLASS
Marvin Braun AJS
Richard Grafton CZ
Ron Hanson Bul
250 SR. CLASS
David Boydstun AJS
500 JR.
Dan Phillips Hus
Dan Andrews AJS
George Wegner CZ
500 INT.
Ralph Dominguez CZ
Reed Mayne Suz
Larry Kopp Hus
500 SR.
Vince Byrnes Hus
Carl Cotton CZ
Bob Maynard Mai

CMC MOTOCROSS
Lion's Dragstrip
Jan. 14, 1972
By Buzz Baty
100 JR.
R. Hamada Hon
T. Bragdon Yam
R. Kawana Yam
125 JR.
V. Tamietti Yam
H. Coleman Puc
B. Alderman DKW
125 INT.
A. Cooke DKW
S. Doornbos Yam
G. Collins Yam
125 EX.
C. Bower Pen
D. Rogers Bul
T. Rapp Bul
250 JR.
R. Spencer Yam
J. Hale Bul
C. Rober CZ
250 INT.
L. McCarty Bul
R. Fagan Mai
L. Stokey Mai
250 EX.
B. Payne Mai
D. Rogers Bul
R. Eierstedt —
500 INT.
R. Zingg Suz
J. Scott Mai
B. McCoy CZ
500 EX.
J. DeSoto Suz
T. Hart Mai
B. Payne Mai

TOJAN SPEEDWAY
Official Results
Jan. 13, 1972
By Art Loya
100 TT
Bob Sanders Kaw
Steve Okuda Kaw
Allen Swett Hon
James Summers Kaw
Dean Meyers Hon
125 TT
Bob Sanders Kaw
Tom Doty Hon
Steve Okuda Kaw
Vern Maxwell Bul
Allen Swett Hon
250 TT
Dan Corbett Bul
Rick Goade Bul
Bob Sanders Kaw
Joe Brown Bul
Ron Powell Bul
100 F.T.
Bob Sanders Kaw
Steve Okuda Kaw
James Summers Kaw
Charles Summers Kaw
Dean Meyers Hon
125 F.T.
Bob Sanders Kaw
Tom Doty Hon
Dan Corbett Kaw
Vern Maxwell Bul
James Summers Kaw
250 F.T.
Dan Corbett Bul
Rick Goade Bul
Bob Sanders Kaw
Mark Revels Bul
Ron Powell Bul
250 TROPHY DASH
Dan Corbett Bul
Rick Goade Bul
Joe Brown Bul

TT SCRAMBLES
Perris, Calif.
Jan. 16, 1972
By Ed Drechsler
50cc COMBINED
D. Nicol Suz
E. Lawson Suz
Lawrence Yam
100 NOV.
D. Briggs Kaw
B. King Yam
R. Wisher Kaw
100 AM.
C. Fruchey Kaw
D. Edge Kaw
S. Oknola Kaw
100 EX.
R. Milwer Kaw
R. Morrison Kaw
B. Sanders Kaw
125 NOV.
B. King Yam
M. Reichert Yam
D. McWhorter Yam
125 AM.
G. Mitchall Yam
L. Thompson Kaw
Pam Bales Mon
125 EX.
S. Smith Yam
B. Hosford Yam
C. Gann Yam
175 NOV.
B. Lynch Bul
R. Shuell Bul
F. Sevy Bul
200 AM.
S. Ludwig Bul
T. Heard Oss
M. Horton Bul
200 EX.
C. Soderstrom Bul
F. Baldozier Bul
L. Quintard Yam
250 NOV.
J. Cesmat Bul
D. Butterfield Yam
D. Briggs Kaw
250 AM.
G. Tanner Bul
D. Hannon Bul
R. Hutchins Bul
250 EX.
S. Nichols Yam
D. Hockie Oss
C. Gann Bul
SIDE HACK 500cc
M. Parti/N. Jamison Tri
J. Whal/M. Hudspith Tri
R. Bell/P. Bellows Tri
SIDE HACKS 650cc
J. Person/T. Darby Kaw
M. Burns/H. Burns Bul
S. Volenec/T. Collins Kaw
350 COMBINED
D. Hockie Oss
D. Briggs Kaw
B. Sanders Kaw
500 NOV.
C. McCafferty Suz
J. Hendry Yam
E. Parker Yam
500 AM.
V. Graves Suz
T. Jarnagan Mai
R. Sexton Mai
500 EX.
J. Sexton Mai
K. Redding Mai
E. Steffen Mai
OPEN NOV.
N. Winston Tri
J. Boal Tri
D. Tudor Tri
OPEN EX.
G. Gillespie Yam
J. Sperry Tri
S. Armstrong Tri

MOTOCROSS
Deadman's Point
Apple Valley, Calif.
Jan. 2, 1972
By Dave Brown
POWDER PUFF
S. Staten Oss
D. Frost * Yam
C. Travis * Bri
* Tie
MINI BIKES 70cc
K. Woody Hon
MINI BIKES 60cc
J. Robinson Yam
D. Frost Yam
C. Hopkins Yam
T. Young Yam
OLD TIMERS
R. Dickens CZ
100 JR. DIV. I
L. Kreie Pen
B. Myerscough Ric
R. Fudge Yam
100 JR. DIV. II
B. Gifford Hon
G. Bebeck Hod
C. Hughes Ric
125 JR. DIV. I
P. Dube Suz
J. Zupan CZ
B. Maxwell Bul
125 JR. DIV. II
S. Bealer Bul
M. Biddlingmeier Yam
M. Black Puc
125 JR. DIV. III
J. Arneson Yam
S. Subith Yam
250 JR. DIV. I
C. DeBoer Yam
M. Chastain Mai
M. Nixon CZ
250 JR. DIV. II
V. Tamietti Yam
E. Johnson Oss
B. Nelson Hus
250 JR. DIV. III
W. Bachman Hus
M. Romp Hus
M. Crater Yam
B. Lukezich Hus
500 JR. DIV. II
Fat Al CZ
R. Burns BSA
W. Jordan CZ
500 JR. DIV. I
B. Church Suz
R. Duncan CZ
F. Widener Hus
100 INT.
M. Malocco Yam
100 SR.
R. Boten Suz
125 INT.
T. Walters Suz
125 SR.
R. Klassen Bul
K. P. Mathis Yam
250 INT.
J. Kraus CZ
250 SR.
J. Fishback Yam
M. Causey Yam
500 INT.
S. Bebeck Mai
500 SR.
J. Fishback CZ
R. More Suz

TT
Beardsley Raceway
Beardsley, Ariz.
De. 19, 1971
By Ned Said
JR. MINI BIKE MAIN
Tracy Robinson Yam
Galan Shawler Yam
Larry Selby Yam
Earl Blose Yam
Bob Blose Yam
Scott Bagwell Yam
Frank Michelback Yam
Johnny Borgman Yam
100 NOV. A MAIN
Darrell Jewett —
Rick Franklin Kaw
Debbie Selby Suz
Mike Jordan Yam
Don Borgman Yam
LaVon Borgman Hon
100 NOV. B MAIN
Mike Higbee Suz
Buck Burcham Yam
Brad McNutt —
100 AM. MAIN
Steve Lacey Ric
125 NOV. MAIN
Rob Franklin Yam
Kevin Rush Yam
Pete Weaver Bul
125 AM. MAIN
Danny Swisher Yam
Bobby Dias Yam
Eddie Blose Yam
125 EX. MAIN
Mark Mitchelle Yam
Ron Adams Bul
L. Barrington Yam
250 NOV. MAIN
Mike Selby Yam
Bill Gorden Bul
Mike Murphy Bul
250 AM. MAIN
Tom Miller Kaw
Randy Barnes Suz
Jim Morgan Yam
250 EX. MAIN
Butch Beard Bul
Tom Burcham Bul
Art Fredenburg Bul
500 NOV. MAIN
Gene Davis BSA
Dub Boyles BSA
Hank Stanton —
OPEN AM. MAIN
Clive Frayling H-D
Bill Hughes Mai
Dave Stettler —
650 EX. MAIN
Jon Sellers Tri
Dave Stettler —
Ray Gilbert Tri
MINI SWEEPSTAKES
Tracy Robinson Yam
Earl Blose Yam
Robert Blose Yam
SWEEPSTAKES
Art Fredenburg Bul
Ron Adams Bul
Rob Dameron Mon

TT
Beardsley Raceway
Beardsley, Ariz.
Dec. 26, 1971
By Ned Said
MINI BIKE MAIN JR.
Earl Blose Yam
Tracy Robison Yam
Bob Blose Yam
100 NOV. 1 MAIN
John Paull Kaw
Les Anderson —
Rick Franklin Kaw
100 NOV. 2 MAIN
Buck Burcham Yam
Bruce Allen —
Brian Shinabarger —
125 NOV. MAIN
Pete Weaver Bul
Rob Franklin Bul
Bob Blose Yam
125 AM. MAIN
Bobby Dias Yam
Allen Watson Yam
Eddie Blose Yam
125 EX. MAIN
Rob Dameron Yam
Ron Adams Bul
L. Barrington Yam
250 NOV. MAIN
Mike Selby Yam
Mike Murphy Bul
George Tunnell Yam
250 AM. MAIN
Bobby Dias Yam
Tom Miller Kaw
Scott Muns Bul
250 EX. MAIN
Art Fredenburg Bul
Marlow Parks Bul
Cliff Allison Yam
500 NOV. MAIN
Gene Davis BSA
OPEN AM. MQIN
Clive Frayling H-D
Bill Hughes Mai
OPEN EX. MAIN
Rex Blackwell Mai
Cliff Allison Yam
Tandy Adams Mai
650 EXPERT MAIN
Jon Sellers Tri
Ken Killebrew Tri
Max Harris —
MINI SWEEPSTAKES
Earl Blose Yam
Tracy Robison Yam
Bobby Smallwood Yam
SWEEPSTAKES
Cliff Allison Yam
Pat Klein Yam
Allen Watson Yam

TURKEY-CROSS
Reno, Nev.
Dec. 19, 1971
By Steve Young
100cc NOVICE
Gary Baker
Terry Buccambuso
125 NOVICE
Kim Adamson
Scott Loff
Richard Smart
Rod Theobald
250cc NOVICE
Roger Heath
Richard Reed
Jerome White
Dan Jepsen
OPEN NOV.
Ross Jonson
Jim Gulbrandsen
Darrel Brown
Richard Hornby
125cc JR/EX.
Allen Hanson
250cc JUNIOR
Jeff Loff
Bill Krejci
500cc JR/EX.
Leroy Kay
Barclay Truehouse

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
Jan. 16, 1972
100 JR.
D. Johnson Hod
B. Pincott DKW
D. Burgess Bul
125 EX.
J. Beauchamp H-D
M. Roth Pen
B. Porter Bul
125 INT.
C. Jackson Pen
J. Weber Bul
R. Thompson Bul
125 JR. DIV. I
R. Ruckman Pen
J. Quintana DKW
K. Freeman Bul
125 JR. DIV. II
D. D'Amico Yam
H. Bergkamp Bul
C. Wagner Ric
250 EX.
M. Malone AJS
R. Eierstedt Mai
T. Shumate CZ
250 INT.
T. Sisco CZ
F. Munoz Mon
T. Battenschlag Ric
250 JR. DIV. I
P. Santorelli Mai
J. Martin Yam
M. Nixon CZ
250 JR. DIV. II
D. Hazlett Yam
D. Bakkedahl CZ
W. Bergkamp Mai
250 JR. DIV. III
J. Miley Mai
J. Berezowecki Yam
D. Kerr CZ
500 EX.
J. DeSoto Suz
M. Anderson Hus
G. Harris Hus
500 JR.
D. Schafer * CZ
N. Davis * Suz
G. Burroughs CZ
500 INT.
S. Brown Mai
G. Keyes Mai
V. Schmidt CZ
* Tied

ALL-JR. MOTOCROSS
Bay Mare Race Track
Somis, Calif.
Jan. 9, 1972
100 LESS THAN 5
John Galea Ric
Alan Milford Yam
Jim Winchester —
125 LESS THAN 5
Bob Rogers Yam
Don Smith Yam
Tony Hunt Yam
Bill Labate Suz
Brian Dale DKW
250 LESS THAN 5
Bob Coavette Bul
Joe Phillips CZ
Steve Kasowski Yam
OPEN LESS THAN 5
Mike Pace —
100 MORE THAN 5
Tom Morris Hod
Rickey Langford Kaw
Steve Campbell Pen
125 MORE THAN 5
Larry Burgess DKW
Bill Hoppe Bul
Jim Byrd DKW
250 MORE THAN 5
Tim Erwin Bul
David English CZ
Mark Hateley CZ
OPEN MORE THAN 5
Joe Erwin Mai
Curt Warren Suz
Don Hicks Suz
Russ Benson CZ

ROUGH SCRAMBLES
Hayward M.C.
Hayward, Calif.
Dec. 19, 1971
By Bill Spencer
100 NOV.
Roy Marshall Hod
George Banks Hod
125 NOV.
Tom Esposito Suz
Ron Mazzanti Yam
John McRae Pen
100 JR/EX.
Dave Rosenquist Hon
Russ Barrett Yam
175 NOV.
Wayne Durney Yam
Don Zufelt Kaw
250 NOV.
John Solimine Bul
Dick Gracia Hus
B. Canton Bul
250 JR.
Rod Wartzok Mai
Dennis Drew Bul
250 EX.
Bill Scarlett CZ
Aaron Asman Oss
350-500 NOV.
Jack Simmons Yam
John Geddis Suz
John Proto Bul
500 JR.
Dennis Drew Bul
Steve Deckard CZ
500 EX.
Pat Hennen Suz
John Silva Mai

MOTOCROSS
Tijuana M.C.
Rodriguez Dam
Tijuana, Mex.
Dec. 12, 1971
By Daniel Mata
125 JR.
Roberto Gomez Car
Mike Clancey Pen
Bob Smith DKW
175cc JR.
Steve Parsons Yam
Jim Morris Yam
Sam Wise Kaw
250cc JR.
Mike Keena Jaw
Ken Herrett Yam
Kevin Steiner CZ
500cc JR.
MIke Stephenson CZ
Mike Keena Jaw
Thomas Shellby CZ
OPEN JR.
Mike Stephenson CZ
Greg Smith CZ
Kevin Steiner CZ

ROUGH SCRAMBLES
Hayward M.C.
Hayward, Calif.
Jan. 9, 1972
By Bill Spencer
100 NOV.
D. Mullgard Hod
John Dodge Kaw
125 NOV.
John McRae Pen
Pete Crowell DKW
Henry Halback DKW
100-125 JR/EX.
Dave Rosenquist Hon
Mike Moore Bul
175 NOV.
Steve Howard Kaw
Louis Grabe Yam
250 NOV.
Pete Scarlett Bul
Ron Bettencourt Oss
Al Bauman CZ
200-250 JR.
Howard Hendry Hus
Rod Wartzok Mai
350 NOV.
John Thompson Hon
Jerry Lozier Bul
500 NOV.
John Furtado Suz
Gary Clark Hus
John Geddis Suz
500 JR.
MIke Kenyon BSA
John Randolph Suz
Ed Jacques Sux
500 & 250 EX.
Roger Brunel Mai
Nick Nazzisi Hus

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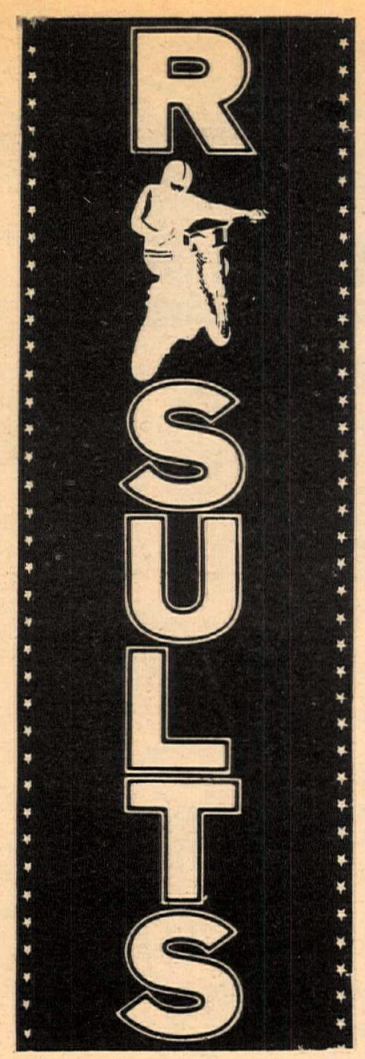

ENGLISH TRIALS
Marin Co. M/C Assn.
Gambonini Ranch
Jan. 9, 1972
EXPERT
Lane S. Leavitt Bul
Derek Belvoir Bul
Pete MacDonald Bul
JUNIOR
Steve Willett Bul
John Salvin Mon
Jex Backstrom Oss
NOVICE A
Kenneth Wilson Bul
Tupper Robinson Sar
Paul Willett Bul
Chris Anderson Bul
NOVICE B
Robert Sangall Bul
Edwin Senior Oss
Tom Armstrong Yam
Fred Turner DKW
NOVICE C
Rick Bugdues
Howard Hoeflein
Bob Gambonini
Tim Diaz *
Guy Crosby *
Ken Kidd
Willie Simonds
* Tied

INDOOR SHORTTRACK
Reno, Nev.
Dec. 18, 1971
By Steve Young
100cc NOVICE
Monty Martin
Jim Olsen
Bob Hermesky
125cc NOVICE
Cliff Richardson
Jay Gardner
Stan Searle
John Schmidt
Gary Check
125 JUNIOR/EX.
Rich MacMurray
Manuel Crummet
John Perry
John Munson
200cc NOVICE
Bob Miller
Bill Lambert
Tom Richardson
Bruce Young
Rick Brown
200cc JR/EX.
Don Rudd
Homer Hybarger
Jack Pine
Bill Daane
250cc NOV.
Ron Harvey
Tom Baca
Brian Young
250cc JR/EX.
Rich MacMurray
Mike Hardy
John Perry

MOTOCROSS
Spillway Park
Santa Maria, Cal.
Jan. 2, 1972
By Margaret Earnest
POWDER PUFF
Sue Bowen Suz
Linda Hale Yam
Renee Yager Hod
100 JR.
Andy Anderson Hon
Ricky Langford Kaw
Joe Nunez Yam
125 JR.
Brett Yager Bul
Jeff Stark Puc
Jeff Lessley Yam
125 SR.
Mike David Suz
Pete Miller Yam
David Gomez (Inter) Yam
250 JRS.
Bob Schwartz Bul
Stan Clay Hus
Steve High Suz
250 SRS.
Johnny Grossini Hus
Joe Brown Yam
Sherman Schnellar CZ
250 INTER.
Mike Anderson AJS
Mike Brown AJS
OPEN JR.
Ray Marshall Suz
Nils Hendrix Suz
Craig Rose Hus
OPEN INTER.
Harvey Wynne Suz
Scott Frisby Hus
Ken Earnest Suz
OPEN SRS.
Walt Menge Suz
John Caldwell CZ
Chuck Czerwinski Mai

SCRAMBLES
Elsinore Raceway
Elsinore, Calif.
Jan. 9, 1972
By Robert DeGasser
MINI
W. Long Ste
D. Honore Yam
P.P.
V. Conley Suz
T. Tanner Yam
100 NOV.
M. Upton Kaw
S. Van Wormer Suz
D. Racine Kaw
K. Doyle Suz
L. Hauson Kaw
D. Brown Hod
125 NOV.
D. Reese Yam
T. Feaster Yam
A. Regan Yam
M. McCown Bul
C. Kelbel Yam
200 NOVICE
M. Fowles Bul
D. Reese Yam
125 AM.
D. Reese Yam
250 NOVICE
D. Moore Bul
C. Williams Bul
K. Evans Bul
G. White Bul
P. Williams Oss
500 OPEN NOVICE
J. Sandona Mai
J. Oleson Suz
SPEC. NOV.
D. Moore Bul
M. Calicchio Yam
J. Skates CZ
200 AM.
B. Lynch Bul
L. Kosch Bul
100 AM/EX.
D. Hockie Oss
A. Pettit Yam
250 AM.
D. Lewis Bul
D. Briggs Hon
250 EX.
D. Hockie Hon
500 OPEN AM/EX.
T. White Yam
R. McEwan Yam
SPECIAL EX.
D. Hockie Oss
R. McEwen

MOTOCROSS
Eugene, Ore.
Jan. 2, 1972
By Janis Randall
125 JR.
Dan Whittlekind Suz
Bill Butters Bul
Brad Charles Bul
125 SR.
Keith Nerseth DKW
ken Burley Pen
Steve Toffdahl Ric
BEGINNERS
Ed Hill Suz
Lance Robinson Hon
Mike Gill Hon
250 JR.
Bruce Brown Bul
Mike Brogden Bul
Mike Hubbs Bul
250 SR.
Bill Oliver Bul
Mike Bailey Yam
Lenny Ridenger Oss
OPEN
Randy Scott Yam
Rick Andres Mai
Ken Dawe Mai
MINI BIKES
Danny Marsh Hon
Chet Campbell Hon
Lester Huey Suz

MRA MOTOCROSS
Laguna Seca Cycle Ranch
Monterey, Calif.
Jan. 9, 1972
By Sam Mangalin
100 (5 or less) NOV.
Mark Houts Hon
Mike McDaniel Hod
Brian Vick Hon
100 NOVICE
Jeff Cole Hon
Len Macclianella Hod
Toby Lansing Hon
125 (5 or less) NOV.
Sal Ruiz Suz
John McBride DKW
Mark Avery DKW
125 NOVICE
Ray Berta Ric
Eric Harvey DKW
Bret Yagen —
125 AM/EXPERT
Greg Higgins Bul
Steve Romano Pen
Jim Turner DKW
250 (5 or less) NOV.
Steve Simons Hus
Jack Combs —
Al Cavanaugh Hus
250 NOV. DIV. II
John Cooney Bul
Steve Elstins CZ
Charlie Trotter Hus
250 NOV. DIV. I
Rick Walker Mai
Dan DaCosta Hus
Steve Cunningham Mai
250 AM.
Gary Norman Bul
Dave Buckmaster Hus
Jeff Higgins Bul
250 EXPERT
Jerry Johnson Hus
Pat Legge Hus
Martin Towne Ric
OPEN (5 or less)
Ken Blackseth Suz
Steve Kennedy —
Dan Limpert Hus
OPEN NOVICE
Mike Loeffler Hus
Bob Whitaker Hus
Jeff Mullins Hus
OPEN AMATEUR
Dan Reinmuth Hus
Eric Petersen Hus
Mike McQueen Hus
OPEN EXPERT
Bob Grossi Hus
Ron Self Mai
Bruce Kelly Hus
OLD TIMERS
Dillon Cook
Henry Sutterfield
Bob Christiansen
Stan Brice

TT/FLAT TRACK
Trojan Speedway
Jan. 6, 1972
By Art Loya
100 TT
Bob Sanders Kaw
Dan Corbett Kaw
Charles Summers Kaw
Jerry Mulkey Hon
John Heemsbergen Kaw
125 TT
Dan Corbett Kaw
Bob Sanders Kaw
Jerry Mulkey Hon
Tom Baugh Kaw
Larry Phillips Yam
250 TT
Bob Sanders Kaw
Rick Goade Bul
Nick Voge Bul
Ronnie Hannah Bul
Joe Brown Bul
100 F.T.
Bob Sanders Kaw
John Heemsbergen Kaw
Charles Summers Kaw
Jim Stewart Yam
125 F.T.
Bob Sanders Kaw
Dan Corbett Kaw
Rob Marion Bul
Larry Phillips Yam
250 F.T.
Bob Sanders Kaw
Jamey Blunt Oss
Rick Goade Bul
Mark Revels Bul
Joe Brown Bul
TROPHY DASH
250 F.T.
Bob Sanders Kaw

MOTOCROSS
Grand Junction, Colo.
Nov. 14, 1971
By Max P. Dawson
125 B
John Crawford Yam
Mike Nevins Mon
Troy Taylor Mon
125 A
Carl Koch Puc
Jim Draper Puc
250 B
Leroy Meador Kaw
Lynn Bemis Oss
Jim Hixson Oss
250 A
Galen Clutter Mai
Ray Patton Hus
Roy Velasquez CZ
OPEN B
Peter Harvey Bul
Larry Clubb Suz
OPEN A
Rollie Cate CZ
Sandy Harris Hus
Leroy Blackshear Hus

HARE SCRAMBLES
Richmond Ramblers
Pt. Richmond, Calif.
Jan. 2, 1972
By Bill Spencer
250 NOV.
Dave Morgan Hus
Rich Powell Yam
Bernard Brinkworth Yam
Fred Dolcini Hus
Craig Gilmore Hus
Dennis Morgan Yam
250 JR.
Rick Lewis AJS
Terry Holder Ric
Jim Long Ric
Ed Stonebreaker Yam
250 EX.
Dick Mann BSA
Bill Verbiscio Yam
Ray Atkinson Hus
Chris Willems CZ
OPEN Nov.
Rich Rowland CZ
Jack Hughes Hus
MIke Freeman BSA
Charlie Storm AJS
Mike Zipton Hus
Al Banta AJS
OPEN JR.
Curtis Eaves Hus
Vic Repstad Hus
Bill Schneider Hus
Bob Young Mai
OPEN EX.
Brad Lackey CZ
Jerry Parsons BSA
Russ Powell Hus
Ken Harvey H-D

SOUTHWEST MOTORCYCLE RACING ASSOCIATION
FINAL POINT STANDINGS FOR 1971
STOCK PROD. R.R.
0 TO 250cc CLASS
Tommy Byars 100
Duncan Paul 29
Alan Dye 17
Robert Wright 17
251 TO 500cc CLASS
Jet Tharp 50
Steve Hunt 40
Phil Terranella 20
Craig Glover 20
501 TO OPEN CLASS
J.C. Klusmeyer 40
Jon Minonno 30
Alan Jandebeur 30
Robert Jandebeur 26
GRAND PRIX ROAD RACES
0 TO 125cc CLASS
Johnny Bryant 90
Edward Green 36
Ernest Rogers 20
John Miller 19
126 TO 200cc CLASS
Ricky Simmons 79
Jon Minonno 50
David Taggart 37
Duncan Paul 33
201 TO 250cc CLASS
Mike Kidd 59
Mike Odem 50
David Watkins 39
J.C. Klusmeyer 24
251 TO 500cc CLASS
Mike McAdams 49
Ronald Muir 35
Steve Hunt 30
MIke Kidd 30
501 TO OPEN CLASS
Mike Odem 60
J.C. Klusmeyer 30
Jon Minonno 29
Mike Kidd 20
MOTOCROSS RACES
0 TO 100cc CLASS
Ronnie Shoecraft 40
Jerry Hubbard 28
Jim REynolds 20
MOrris Robertson 20
101 TO 125cc CLASS
Mike Crowley 74
Mike Johnson 70
Ken Smith 40
Ole Finstad 30
126 TO 250cc CLASS
Wyman Priddy 70
Rocky Timmons 50
Jody Faust 45
Joe Rachel 20
251 TO OPEN CLASS
Robbie Blackman 48
Terry Peterson 30
Dickey Nowell 24
Mark Harrington 20

100 MILE CROSS-COUNTRY
Cascade M.C.
Bend, Oregon
Jan. 2, 1972

1. Ken Habeck	Hus	1st Open
2. Tom Robinson	DKW	1st 125
3. Frank Sunada	Hon	2nd 125
4. Steve Stotesbury	Hon	3rd 125
5. Brian Eastburn	Mai	1st 250
6. Carl Pruitt	Hus	2nd Open
7. DeWain Beard	Gre	2nd 250
8. Mike Wingerd	Suz	3rd 250
9. Ernie Robinson	DKW	4th 125
10. Robert Strobel	Yam	4th 250
11. Jim Watts	Hon	5th 125
12. Bill Anderson	Hus	3rd Open
13. Chuck Hebert	Yam	4th Open
14. Joe Roberts	Oss	5th 250
15. William T. Hoffee	Hus	6th 250

TRAIL BIKES — 2 Laps only

1. Jay Spady	Hod
2. John Stanley	Hon
3. Bill Phillips	Hon
4. Gordon Whitaker	Hon
5. Joe O'Halloran	Hod
6. Bradford Brath	Hod
7. Virgil Mahaffey	Suz
8. Rick Oliver	Hon

FINAL STANDINGS — TIJUANA M.C.
1971 MOTOCROSS SERIES

1. Mike Keena	954	Jaw	478	pts.
2. Ken Herrett	28	Yam	206	
3. Mike Stephenson	9S	CZ	163	
4. Terry Mendel	133	CZ	162	
5. Steve Parsons	518	Yam	147	
6. Tom Snyder	33	CZ	140	
7. Kevin Steiner	639	CZ	127	
8. Claude Lubin	817	CZ	126	
9. Herb Shear	495	CZ	117	
10. Bruce Shepard	682	Hus	94	
11. Rob Norgaard	41L	Zun	89	
12. Greg Smith	1	CZ	74	
13. Tom Omelina	111	Hus	71	
14. Garry Harris	18D	Hus	70	
15. Curt Smith	1	CZ	57	
16. Bert Shear	330	Hod	57	
17. Bob Day	67k	CZ	52	
18. Tony Cecena	8	Yam	45	
19. David Saska	964	Ric	40	
20. Jimbo Hendry	9	Yam	39	

A.C.A. MOTOCROSS POINT STANDINGS FOR 1971

	PTS.
100 JR.	
Dale Walter	130
Bob Stem	69
Bob Brennan	53
John Skifstrom	48
Dale Buzza	37
Tim Leath	37
John Atwood	37
Richard Rogers	29
Robert McDowell	27
Ted Metzger	20
100 INT.	
Bruce McDougle	10
Gary Tamietti	7
Mark Hunchens	4
Frank Rowe	4
Mark Tyer	3
Mark Stevenson	1
Bob Rowe Jr.	1
125 JR.	
George Smith	113
Jack Hazard	90
Chris Jackson	89
Paul Arakawa	78
Wen Beckwith	54
Robert Decker	51
Bill Bartlett	47
Robert Blandon	44
Jeffery Vidic	42
Scott Miller	39
125 INT.	
Pat Flynn	47
Mark Huchens	39
Toni Duni	39
Ross Maeda	35
Keven Bushinger	33
Bruce McDougle	32
Berry Porter	31
Brad McKee	28
Danny LaPorte	24
Mike Paulsell	18
125 SR.	
Carl Cotton	51
Dick Frampton	48
George Andersen	40
Berry Portor	20
Bruce McDougle	19
Don Emler	17
Bruce Baron	17
Ray Lopez	14
Bob Brooks	13
Murry Hoffman	11
250 JR.	
Ken Hirchert	94
Richard Grafton	67
Don Staman	67
Marvin Braum	64
Greg Messick	61
Ted Schafer	48
Kurt Hamalton	44
Bob Merrick	42
Chuck Williams	42
Pete Kolbet	39
250 SR.	
Morris Malone	62
David Boydstun	44
Bruce Baron	17
Wain Sullivan	16
Jim Hoover	16
Bruce McDougle	12
Tony Rogers	12
Jim O'Neal	12
Gary Coohell	10
Taylor Sisco	10
250 INT.	
Pete Kolbet	43
Bob Rowe	42
John Townsend	41
Jim Culwell	32
Less Schulz	28
Ken Rotloff	28
Wen Beckwith	27
Morris Malone	22
Frank Rowe	20
Steve Erickson	16
500 JR.	
Don Mardon	112
Terry Tracy	72
Bill Shonnard	62
Floyd Widener	60
Paul Manke	51
Brent Tuttle	49
Dan Andrews	44
Robert Duncon	36
Larry Kopp	29
500 INT.	
Rod Perry	33
Ron Frescura	21
Robert Berdyck	13
Dennis Chandler	11
David Sisco	11
Tom MacNamara	9
Richard McCormick	9
Brad McKee	8
Bud Feldkamp	7
Larry Kopp	7
500 SR.	
Carl Cotton	70
Chuck Minert	40
Ron Bunn	30
Tom Darrah	18
Jim Cook	16
Bob Fisk	14
Mark Nohr	14
Glenn Lund	12
Richard Franklin	11
Joel Witt	11

TEAM STANDINGS

Temple City Kawasaki/So. Co.		638
Team Barda	381	381
Sagebrushers		237
Precision Cycle		229
Stormers A.J.S.		199
Southland Cycle		187
Off-Camber		162
Downens		115
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Steen's		62

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SCRAMBLES, Stockton. Lodi Cycle Bowl, Lodi, Ca. Sign 8:30, race 12. $2.50 ride/watch. 209/368-7182.

ACE MX, Indian Dunes, Valencia, Ca. All classes plus special Team Race. $500 purse. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

CMC MX, Carlsbad (Ca) Rcwy. Jrs: $5 mail (1/25), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

HILLCLIMB, Saddleback Park, Ca. Sign 8-9:30. Small bikes 10-12, biggies 12-4. $3 per.

ENGLISH TRIALS, Plonkers. Running Springs Recreation Park, Running Springs, Ca. Off Hwy 30 in San Bernardino Mts. Spark arresters/mufflers. Sign 8 am. $3 entry, free gate. Camping. 213/830-3516, 835-9441.

TT ROUGH SCRAMBLES, Lightweights, Adelanto, Ca. 395 Cycle Park. Ultra & LW sign 7:30, race 9. HW sign 9:30 race 11. D-37 pts. 714/98704488.

MX, Valley. Cycleland Speedway, 14 mi S of Chico, Ca, on Hwy 99E. Box 647, Chico, CA 95926.

HARE & HOUND, San Bernardino Valley. Limed from Adelanto, Ca. D-37 pts. $.25 entry. 10 am. Trail nov all the way. 20% brass. 714/823-1338.

MX, Fremont. Florence, Colo. SRAC sanctioned.

MRA EUROPEAN SCRAMBLES/TEAM RACE, Laguna Seca Cycle Ranch, Monterey, Ca. $10 mail, $15 post. 2 man/2 bike team. Cash to Srs. $2 watch. Box 1786, Los Gatos, CA 95030. 408/292-6116. Silencers, camping.

FRIDAY, FEBRUARY 4

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions Drag Strip, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm, 7:30 start. $5 entry.

MOTOCROSS SCHOOL, John DeSoto. Indian Dunes, Valencia, Ca. 10 am. $10 tuition. 805/259-8007.

SUNDAY, FEBRUARY 6

MX, Pathfinders. Dunlap Cycle Park, 35 mi E of Fresno, Ca., on Hwy 180, then turn right on Dunlap Rd. for 4 mi. Prac. 8:30, race 10. $5. 209/255-0582.

ICE RACING, Harry's Roamers. Rainbow Falls Park, between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/233-6747, 455-4074.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. Minis, PP, Old Timers. Silencers. 714/247-7473 eves.

MX, Valley Dirt Riders. Berthoud, Colo. SRAC sanctioned.

MX, Delta Dirt Riders. Carnegie Cycle Park, Livermore, Ca. Sign 7 am, race 11 sharp!!+$%%! $3 ride/watch. 415/634-4381.

BENEFIT ALL-JUNIOR MX, Off Cambers. Escape Country, Trabuco Cyn, Ca. Limed from El Toro Rd & San Diego Fwy. Prizes, prizes, prizes. $5 mail, $7 post. 714/831-1621. 496-4627. Camping.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

CMC MX, Saddleback Park, Ca. Jrs: $5 mail, (2/1), $10 post. Srs; $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Carlsbad, Ca. $5 mail (2/4), $10 post. Cash to Srs. Prac 8 am, race 9. 926 W 7th St., Upland, CA 91786. 714&982-7370. Bultaco Series.

ENDURO, Prospectors. Limed from Harvard offramp E of Barstow, Ca, on Hwy 15. $5 mail, $7 post. Teams add $1 per rider. 2 SASE to Earl Wilson, 1547 W 219th St, Torrance, CA 90501. 213/328-5241. Drawing 1/25.

MX, Carnegie Cycle Park, Livermore, Ca. Sign 7 am, race 11. $3. Rain or shine. 415/634-4381.

ACE ALL-JUNIOR MOTOCROSS, Indian Dunes, Valencia, Ca. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

HARE & HOUND, Desert Challengers. Limed from Indio, Ca, on I-10, take Chiraco turnoff, right to S side of Fwy. Silencers. $5 mail, $7 post. Box 437, Rancho Mirage, CA 92270. Note: There will be a special reunion for riders who competed in the '50's. 714/346-9820. LoDRA Pts.

TT ROUGH SCRAMBLES, Lightweights, Adelanto, Ca. 395 Cycle Park. Ultra & LW sign 7:30, race 9. HW sign 9:30 race 11. D-37 pts. 714/987-4488.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

FRIDAY, FEBRUARY 11

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca, San Diego Frwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

SATURDAY, FEBRUARY 12

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

DAM 500, NORRA. Parker, Arizona. 2-250-mi loops. $275 per vehicle. NORRA, 1616 Victory Blvd., Suite 200, Glendale, CA 91201. 213/245-1033.

SUNDAY, FEBRUARY 13

ACE MX, Indian Dunes, Valencia, Ca. $500 purse. All classes, inc PP & Old Timers. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

MX, Riverside. Elsinore Rcwy. All classes inc beginners. 30% brass. Prac 8, race 9. $4, $1.50 gate. 714/688-1291.

TT ROUGH SCRAMBLES, TTMC. 395 Cycle Park, Adelanto, Ca. Ultras & Ltwts sign 7 am, race 9. Hwts sign noon. $2 ride, $1 gate. 714/246-6109.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

HARE & HOUND, Desert. Limed from Lucerne, Ca. 10 am. D-37 pts. $4.25 entry. 714/892-4817.

MX, BRRMC. Lafayette, Colo. SRAC sanctioned.

TT SCRAMBLES, Fremont. Florence, Colo. SRAC sanctioned.

MX, Boulder Ridgerunners. Coal Creek Rcwy near Lafayette, Colo.

ACA MX, Saddleback Park, Ca. $5 mail (2/11), $10 post. Bultaco Series. Prac 8 am, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

GRAND PRIX, Soboba. 2nd Annual Indian GP. Limed from San Jacinto, Ca. 9 am. $10 mail, $15 post. Deadline 2/6. D-37 form & SASE to Box 163, San Jacinto, CA 92383. Ride where the Indians used to walk.

CMC MX, Carlsbad (Ca) Rcwy. DKW series. Jrs: $5 mail (3/8), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

FRIDAY, FEBRUARY 18

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

MOTOCROSS SCHOOL, John DeSoto. Indian Dunes, Valencia, Ca. 10 am. $10 tuition. 805/259-8007.

SAT. & SUN., FEB. 19 & 20

EUROPEAN SCRAMBLES, Sand Sailors. Ponderosa, AVe J & 145th, E of Lancaster, Ca. All classes. Sign 8:30, race 10. $4.25. 805/942-9948.

SUNDAY, FEBRUARY 20

MOOSE RUN HARE SCRAMBLES, Four Aces. Limed off Hwy 14, Wagon Wheel Cafe, Fremont Valley, Ca. Everyone, all the way. $3.25. 10 am. D-37 pts. Pins. (They claim two loops of 42½ miles, so bring an odometer.)

SRA ENDURO. Calico Ghost Run. Calico Ghost Town, Ca. All classes. Pins, 20% brass. 8:01 start. $7 mail, Box 3882, Torrance, CA 90510. 213/370-8234; 714/735-4641.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

MX, Sand Hills MC. Strasberg, Colo. SRAC sanctioned.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

CMC MX, Saddleback Park, Ca. Jrs $5 mail (2/15), $10 post. Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Rcwys. 5 mi E of Buckeye S of Liberty. $6 Nov & Am, $8 pro, $5 minis, PP & beginners. $2 watch. 1408 E Granada, Phoenix, Ariz. 85006. 602/252-1900, 247-3685.

ACA MX, Carlsbad (Ca) Rcwy. $5 mail (2/18), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

MRA MX, Medford MX Park, Medford, Or. on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. $2.50 entry, $2 pits, $1.50 adm.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park and Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

SRA MX, Campbell Ranch, Dixon, Ca. Limed from milk farm on I-80. $3 ride. $2 watch. Silencers. Signup 8 am, race 10:30. 916/481-6560, 628-2809.

MONDAY, FEBRUARY 21

CMC MX, Carlsbad (Ca) Rcwy. Jrs $5 mail (2/16), $10 post. Srs $10 mial, $15 post. Box 1402, Costa Mesa, CA 92626.

FRIDAY, FEBRUARY 25

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, FEBRUARY 26

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State champeenship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

SUNDAY, FEBRUARY 27

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: $5 mail (2/22), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Saddleback Park, Ca. $5 mail (2/25), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

TT SCRAMBLES, BRRMC. Lafayette, Colo. SRAC sanctioned.

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CMC License Required

New Stuff & Things for Cycles

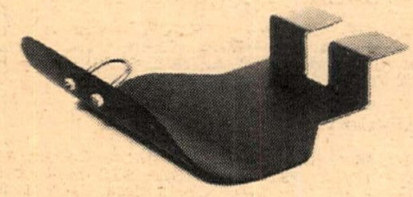
(Tell them you saw it in Cycle News!)

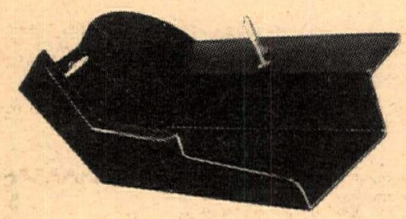
HAND JIVE

OLD FASHIONED METHOD: Wrap adhesive tape around and around and around your hands until you cut off the blood. After a couple of hot laps the tape rolls into a hard band that *really* hurts. Then you have some oaf puncture you while he tries to slice off the mess.

Then hundreds of little hairs are pulled off the back of your hand, by the roots. NEW METHOD (and the one Joel uses, gang!): Strips of cushion material and a bottle of kwik-stik. Glue it on and say "bye" to icky blisters forever. That simple. Hand Handler from J-T Imports, or your dealer. $1.25 per kit. Order number 101-JTB, 3751 Alta Loma, Bonita, CA 92002.

UNDERPANS





All you Rickman 250 owners think you got the perfect bike? Find a rock at the wrong time and you'll have a perfect mess unless you get a skip plate for it. Steen's has two models. The low-pipe version is .120-inches thick, weighs 8 pounds, and cost $28.18. The high-pipe version is the same steel and is less complicated, particularly in cost: $11.54. At true-blue Rickman dealers or Steen's, 1635 W. Valley Blvd., Alhambra, CA 91803. Part number 101-H, high or low.

BE A REMBRANDT

It's hard to be the fastest in your class these days but if you must be the best, try it from a different angle. There's so much raggedy-looking machinery tooling about anymore, it's a cinch to have the sharpest-looking. Get "Creative Painting", a book by folks who create such often-copied

techniques as shell patterns, lace patterns, sike-o-del-iks, and good old flames. Get hot tips on repainting minor dents and touching up boo-boos. If you can't be the fastest, man, just cruise! The book comes complete with kandy kustom kolors and a spray gun. Write Tempo Products, 6200 Cochran Rd., Cleveland, Ohio 44139. Ask them about the contest they're having, too.

BE A BRONSON

Make everybody think you're that Bronson feller with this genuine fake-leather grain-texutred vinyl luggage carrier. Strap it on your sissy bar or be really cool and put it on the handlebars. Has two straps that double as handles.

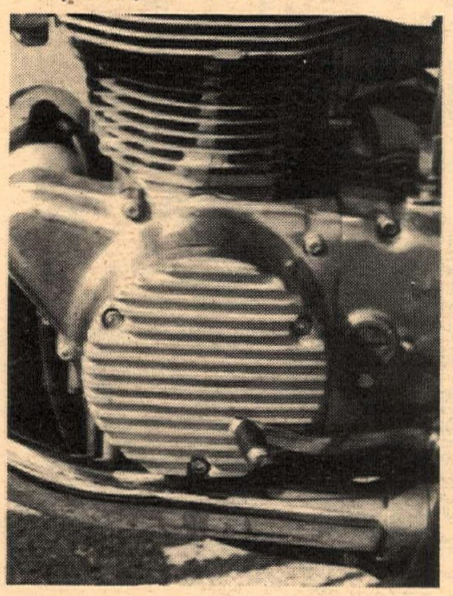
Big zipper, too. Carry your lunch and stuff to work everyday and watch the commuters in their overheating Chryslers eat their hearts out. $14.95. National Recreation Products, 1436 W. 15th St., Dept. CN, Long Beach, CA 90813.

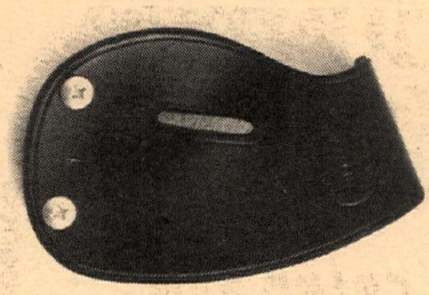
RETIRE

Cosmopolitan Motors, who have nothing to do with that silly magazine, now has 2.50x15 tires for Yamaha Mini-Enduros and whatever else it will fit. The tire costs $9, matching tube $3, complementing rim strip, free. Cosmo Motors, Hatboro, PA 19040.

RECOVER

All Honda 450 owners who have $11.95 burning a hole in their pocket will be happy to hear about this absolutely marvey way to blow it. This aluminum alternator cover replaces the old stock one which was worthless because it didn't have cooling fins on it. Once you bolt this custom cover in place, you'll never have to worry about your alternator boiling over or seizing up again. Racecrafter International, 7970 Sunset Blvd., Dept. CN, Hollywood, CA 90046.





LEATHER FOOTISH

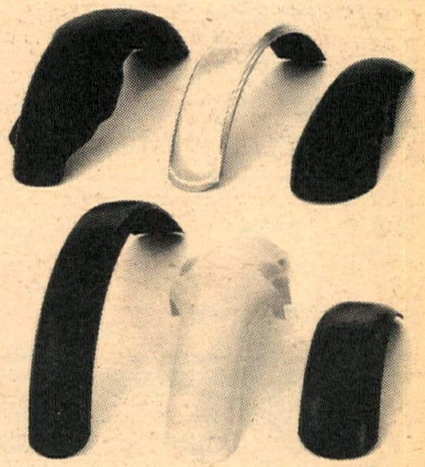
The first place a Husky owner's boots wear out is inside the right ankle because the tranny shaft protrudes just-so. Eliminate the discomfort with a piece of leather that costs a mere $5.95. It comes with mounting hardware. Part 2255 from Webco, Inc., 218 Main St., Venice, CA 90293, (213) 870-7758, 399-7724.

HEAR, HEAR

Next time you're out trailing and someone yells, "Ya dang noisy motorcyclist!", here's how you can snub the rascal: Carry this sound level meter from T and T Products along. Show the fellow how to work it, have him pace off fifty feet, and blip the throttle while he reads the meter. "See?" you then retort. "You have acted hastily. I have proved, sir, my vehicle meets all the requirements set forth by the Department of Motor Vehicles, as far as noise specifications goes. From a legal standpoint, that noise doesn't bother you at all." "By cracky, you're right, son, and I have been an unkind fool. Thank you for setting me straight. And thanks to T and T Products, Box 1902, Warren, Mich. 48090, too. I'm going to send in $98.50 for my very own sound level meter! This is a new life for me!" (Camera fades.)

SHINE ON BRIGHTLY

MCM Manufacturing is now doing custom plating for John Q. Public. Submit your most beloved parts to their new eight-foot acid copper tanks, four feet deep. The special 10 hp polishing lathes. The six-foot deep closely controlled nickel tank with the exciting 3000-amp rectifier. All this, and more. MCM MFG. CO., 601 S. East St., Anaheim, CA 92805. (714) 635-0850.



FEND FOR YOURSELF

The new Super 2 fender line from Pacifico Incorporated utilizes one of the most advanced copolymer materials available for optimum flexibility, strength, and durability. Put that in your pipe and smoke it. Over 20 sizes, including factory replicas, come with a one-year guarantee. Prices start at $2.95 (don't you get tired of everything costing something-95?). Info from Pacifico Inc., Box 348, Greham, OR 97030. (505) 665-5254.

DIAMOND SPRINGS

Diamond Chain Company, one of the nation's largest producers of roller chains, sprockets, couplings, and gear products, has announced it has opened a regional product distribution center. It is located at 14615 Anson Avenue in Santa Fe Springs.

HONK! The Consumers Report.

WHEREIN we announce a brand new column expressly for the purpose of letting you, Mister Consumer, relate the knowledge you've gained in the Wonderful World of Spending Money. Tell everyone your discoveries in brands that offer lengthy service and other brands that have a tendency to poop out after little use. Tell how you save money on oil, socks, tie downs, whatever. This is your column.

HINTS: Above all, be brief and to the point. Be honest; don't bad-mouth a product just because you sell a competitive brand. Be fair; make sure you have the experience to honestly evaluate it. Consider the cost; most things are overpriced these days so look for true values. Avoid things like helmets, boots, motorcycles, unless there is some original information to offer. Dealer gripes are plentiful; you should support MIC members and you will have a sounding board in the future. Send pictures if they help illustrate your point, preferably black-and-white. Keep copy neat, double-spaced, with lots of room in the margins.

Mail to The Consumers Report, c/o Cycle News, Box 498, Long Beach, CA 90801.

POOP

(Continued from page 2)

ride. Brad was scheduled to teach a motocross school as well, but refused until the disagreement was settled. It wasn't, so Brad didn't show up. JIM WILSON made a hasty appearance and took over. That was the straw that broke the camel's back. Lackey got dumped.

* * * * *

A few people were quite upset about our rumor report last week regarding a top Junior Pro. We admit we had reservations when we were contemplating running it. ROXY ROCKWOOD put it just right when he said that by publicizing it we "Let the 90 percent of the people who didn't know about it, know about it." True, so we'll refrain from reporting falsehoods in the future. It's kind of a hard thing to deal with, but that's all we can do, it seems. Anyway, to that person involved last week, we apologize for any undue criticism and hardships evoked by our report.

* * * * *

Contributions for the Children's Hospital Fund taken in at the Foothill Hawks' 1971 Jackass Enduro totalled $424. The club then contributed $74 to make it a round $500. Good show!

* * * * *

Enthusiasts around Fresno, Calif., can get the scoop on the motorcycle scene every Friday night at 6:35 by listening in to MIKE FOSTER on KFRE in Fresno. The weekly five-minute all cycle radio show has been going for four weeks and it has a bright future.

* * * * *

Has the AMXT re-considered a previous announcement? Here's a quote from a press release recently received from the AMXT: "Bryan Kenney will once again captain the team, with one or two more riders to be added in the immediate future. Among those being considered are BOB GROSSI, MARK BLACKWELL, GARY and DEWAYNE JONES, JIM WEST, PETER LAMPPU and TOM RAPP." About a month ago the AMXT said flatly that Gary Jones was already selected. Maybe, as we believe, it was just an error in the release, but it still makes us hopeful that others will also join the invasion.

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STEEN'S INC., 1635 W. Valley Blvd., (213) 289-4351 "SUPERGOODIES!" Wholesale: Rickman motorcycles and Metisse kits. Steen mini-cycles. Retail sales: Taco mini-bikes, Ceriani forks, rear shocks and brakes. Magura levers, Steen C chemical motor oil, and our no. 10 catalog full of other good stuff! Hours: 8:30—5:30 Mon. thru Friday. Saturdays 8:30—12:30. Come see us!

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ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "We specialize in after sales service." Triumph, Yamaha, Greeves. Open Friday till 9 p.m.

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BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.

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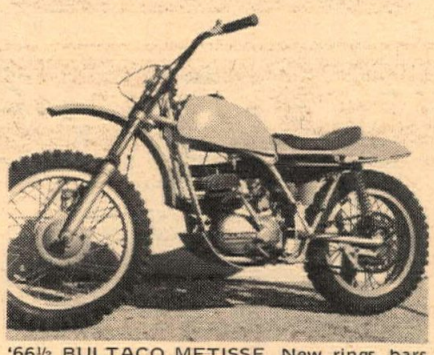

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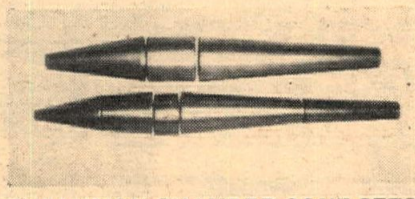

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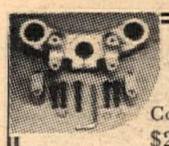
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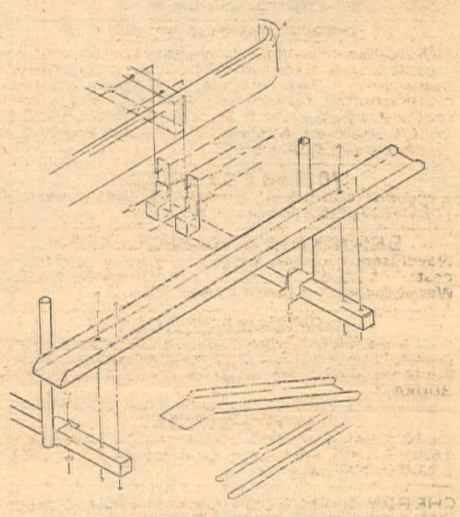

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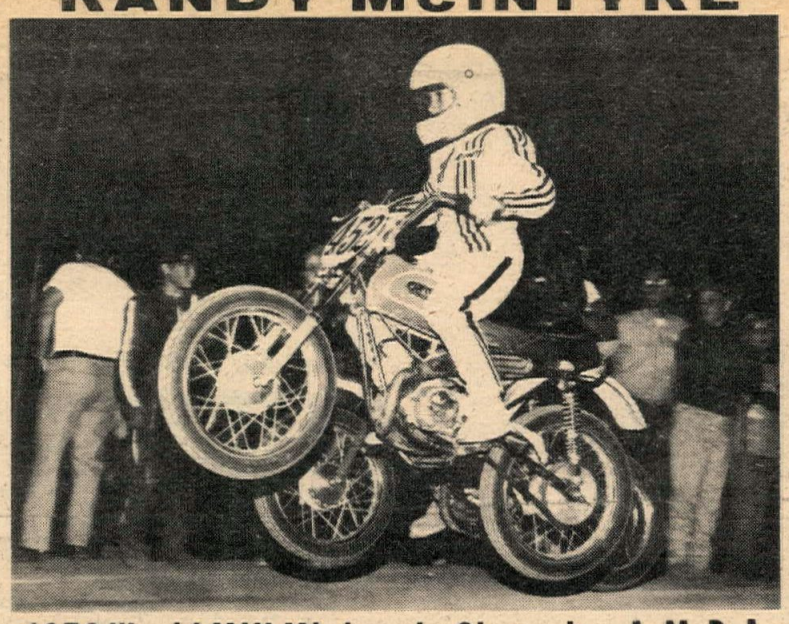

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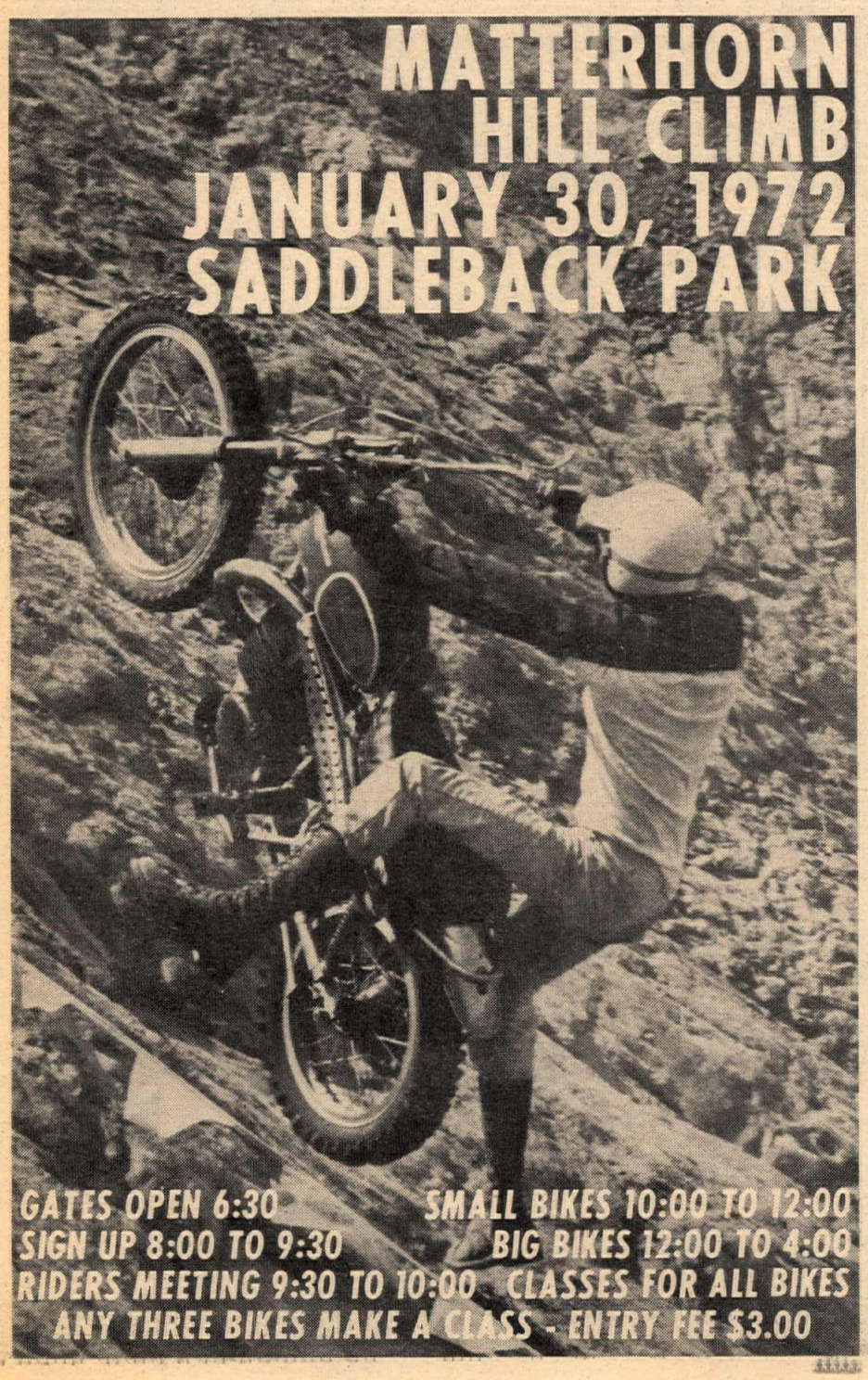

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